U. S. FRIGATE

CONSTITUTION

1797-1897

From the library
of
James Torr Harmer

70 KILBY STREET,
BOSTON.

March 28, 1898.

Dear Mr. Harmer:-

As I make "One copy" so frequently, it was only natural to do so when arranging the scrap book regarding "Old Ironsides". I trust, therefore, you will kindly accept, with my compliments, the accompanying "Carbon", which I have taken much pleasure in preparing for you.

Very truly yours,

James Piper

J. T. Harmer, Esq.,
Somerville.

3-29-98

THE "CONSTITUTION."

From a photogravure of a painting by Marshall Johnson, published by A. W. Elson & Co., Boston.

THE

NEW ENGLAND MAGAZINE.

NEW SERIES. NOVEMBER, 1897. VOL. XVII. No. 3.

"OLD IRONSIDES."

By Edmund J. Carpenter.

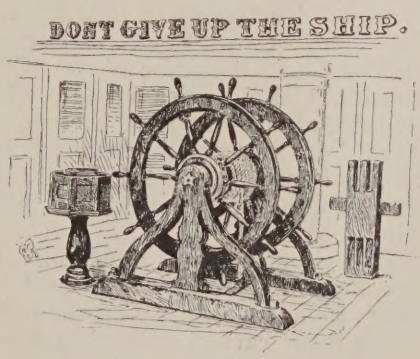
WHEN President Washington wrote his final message to Congress, he gave the people of the United States wise counsel. "Build a navy," said he, "and establish a naval academy." There were those, conservative of mind, who could not coincide with President Washington in his apprehensions, and who feared that such a step would tend to provoke rather than to avert war. But when, half a dozen years afterwards, Algerine pirates began to prey upon American shipping, the wisdom of Washington's advice became apparent.

The beginnings of our navy, however, were earlier. The third day of February, 1794, was a memorable day in the history of our country, although the date would not strike the average student of history as marking an epoch. On that day, General Knox, secretary of war, — Washington then being president,—addressed this note to a celebrated shipbuilder of Philadelphia:—

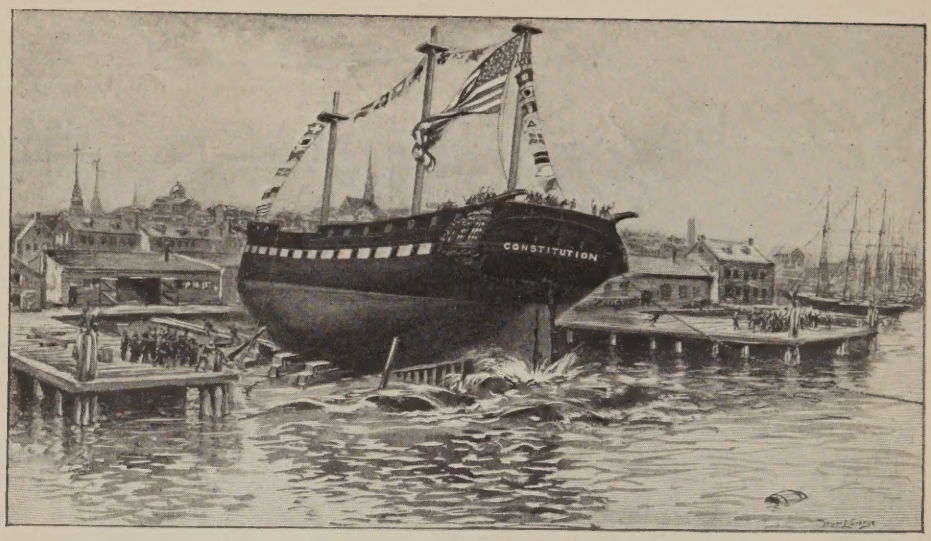
"To Mr. Joshua Humphreys:—General Knox's compliments to Mr. Humphreys and would be happy to have a conference with him at the War Office, at any time before three o'clock this day, if it will be convenient."

The subject discussed by Secretary Knox and Mr. Humphreys, at the meeting thus arranged, was that of the construction of a navy for the nation then in its infancy. On the 27th day of March, 1794, an "Act to Provide a Naval Armament" passed Congress and received the signature of the President. Six ships were authorized by this act, and on the 12th of April next following, Mr. Humphreys was requested to prepare the plans for the proposed frigates. Their construction was almost immediately begun, and it was ordered that the *Chesapeake* be built at Norfolk, the *Constellation* at Baltimore, the *President* at New York, the *Constitution* at Boston, and the *Congress* at Portsmouth. This was the beginning of the American navy.

The *Constitution* was built at Ballard



& Hart's yard in Boston, which was located near the place where is now Constitution Wharf. Colonel George



THE LAUNCHING OF THE "CONSTITUTION" FROM HART'S SHIPYARD, BOSTON, OCTOBER 21, 1797.

Claghorn was the builder in charge, with Mr. Edmund Hart as master mechanic. Capt. Samuel Nicholson was detailed by the War Department to look after the interests of the government during the process of the construction of the frigate. The timbers and planking of the *Constitution* were particularly well seasoned, great care being exercised in the selection of materials. It is said that the first tree felled for the building of the ship was a noble oak on St. Simon's island, off the mouth of the Altamaha River, Georgia. The stump of this tree was long a well-known object of interest, and long bore the name of the "Constitution Oak." Years later, when the heart of this stump had become decayed, from it sprang a beautiful laurel tree, as if nature had sought thus to crown the achievements of the noble ship.

The circumstances attending her launching might well have caused the superstitious to prophesy for the vessel a disastrous career. In September, 1797, an attempt was made to launch her in the presence of President Adams, Governor Increase Sumner and other dignitaries; but the vessel stuck upon the ways, after moving about twenty-seven feet. Again, a little later, another attempt was made, with similar results. Finally, on the twenty-first day of October, the *Constitution* was successfully launched.

There were two personal incidents connected with the launching which are worthy of record. On the morning of that event, Captain Nicholson, on leaving the vessel to go to his breakfast, gave strict orders that no flag should be raised in his absence. His reason for promulgating this order was that he desired to perform that act himself, no doubt in a dramatic manner. His very earnestness was his own undoing, for two workmen, impelled no doubt by a spirit of mischief, in his absence hauled the stars and stripes up to the peak and left them there to flaunt defiantly in the face of the captain when he returned. The remarks of Captain Nicholson, on his return to the vessel and his discovery of the prank, have not been recorded, but they are reported to have been very forcible. It was this affair, no doubt, and the effect it had produced upon the captain's mind which was largely responsible for the affair

which followed. Captain Nicholson, it will be remembered, was the detailed representative of the War Department, to look after the interests of the government in the construction of the frigate. He was to be her first commander. Colonel Claghorn, on the other hand, was the naval constructor and contractor, and, until the vessel should be formally delivered by him to the government and accepted by it, she was under his charge and control. A party of visitors, including several ladies, on the morning of the launching requested permission to inspect the frigate. Captain Nicholson, to whom the application was made, denied the request. When, therefore, he discovered the same party wandering about the vessel, and learned that permission had been granted them by Colonel Claghorn, his wrath knew no bounds. He assailed Colonel Claghorn with a volley of vituperation, and that gentleman resenting the attack, a fierce altercation ensued, which resulted in a personal encounter between the two men, each determined to avenge what he regarded as an assault upon his dignity. The bystanders, shocked at the result of the quarrel, separated the combatants, who a few moments later happily recovered their mental equipoise and tendered mutual apologies.

MEDAL PRESENTED COMMODORE PREBLE IN 1804.

The third attempt at launching the *Constitution* was thoroughly successful. As the vessel swept majestically into the water, Captain James Sever, with a bottle of Madeira from the private stock of Hon. Thomas Russell, gave to the frigate her name of *The Constitution.* The account of the launching, written in the stilted language employed by the newspapers of the day, is interesting:

"At the first stroke at the spur shores," said the Boston *Centinel,* describing the event, "she commenced a movement into the water with such steadiness, majesty and exactness, as to fill almost every breast with sensations of joy and delight, superior far to the mortification they had before experienced. As soon as the enlivening burst of gratulation was heard from the ship, her ordnance on shore responded to the shout and, joined with the huzzas of the citizens, demonstrated the lively interest the great body of the people took in her safety, and evinced the popularity of the government, by whose direction she was built. No part of the work in the hull or rigging can, for strength and beauty, be exceeded, and the eulogiums of foreign naval gentlemen have been warm and explicit in her favor."

The flag of the United States, then consisting of fifteen stars and an equal number of stripes, was borne first upon the high seas, by a naval vessel, at the peak of the *Constitution.* The vessel was 175 feet in length, 43 1-2 feet beam, and 14 1-2 feet depth of hold, and had a tonnage of 1,576, old measurement. Her total cost was $302,719. Her spars were shaped in the yard between Comey's wharf and the ship-yard. Paul Revere furnished the copper bolts and spikes, and a Mr. Thayer made the gun-carriages. The anchors were forged at Hanover in Plymouth County. The perfect-fitting, snow-

white sails were made in a large old building which stood at the corner of Park and Tremont streets, Boston. The carvings and ornamental work on the stern, bow and officers' quarters were the production of Skillings Brothers of Boston. The first figure-head of the *Constitution* was a carved figure of Hercules carrying a club and in the act of striking a blow. Her bunting, ensigns, jack-pennants and signals were the handiwork of the celebrated Mrs. Ross, of Philadelphia.

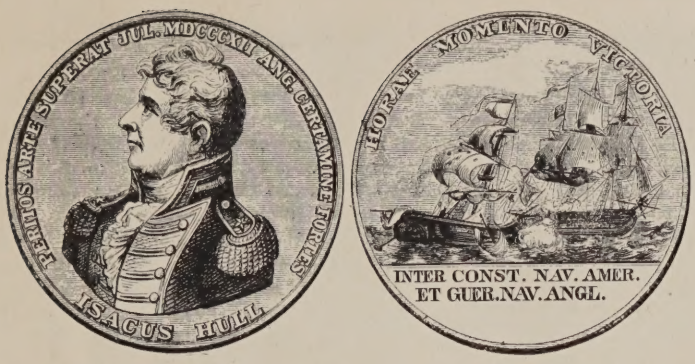
The *Constitution*, after being launched, was at once placed in commission, under command of Capt. Samuel Nicholson. On July 2, 1798, the vessel first left her moorings under sail. On Sunday, July 22, 1798, she started on her first cruise. After several months of cruising on the Atlantic coast, she was ordered to the West Indies, Nicholson being relieved by Commodore Talbot. The frigate, in 1801, was put out of commission, and so remained for two years. In 1803 she was put under command of Commodore Edward Preble, and prepared for sea, for there was active work for her to do. Cruisers of Tripoli were preying upon American commerce, and, in August of that year, a squadron sailed for the Mediterranean, to operate against that power, and to defend American shipping.

Captain, afterward Commodore, Edward Preble was a sturdy man of Maine and a strict disciplinarian. As the majority of the officers of the frigate were from the Southern and Middle States, he was at first disliked; but soon after the arrival of the vessel in Mediterranean waters an opportunity occurred which enabled him to display his energy and patriotism in a way to win the admiration of all.

THE "CONSTITUTION" ESCAPING FROM A BRITISH FLEET, 1812.
From a painting by Marshall Johnson, owned by Benjamin F. Stevens.

One dark night an unknown vessel of war suddenly appeared and a hail was heard. "I am Sir Richard Strachan of His Britannic Majesty's 84-gun ship *Donegal*. Send a boat on board."

The *Constitution* carried but forty-four guns; but Captain Preble was not appalled. "This is the United States ship *Constitution*, Captain Preble; and



MEDAL GIVEN CAPTAIN HULL BY THE UNITED STATES CONGRESS. 1812.

I'll be d—d if I send a boat on board any ship. Blow your matches, boys!"

The colloquy ended, but Captain Preble determined to lie alongside the stranger for the remainder of the night, to learn who he might really be. With the dawn it was discovered that the vessel was not the *Donegal*, but the British thirty-two gun frigate *Maidstone*. The boldness of Captain Preble in this incident won for him the respect of officers and crew, a respect which he never forfeited.

Soon after this episode the *Constitution* assisted in the recapture of the American brig *Celia*, which had been taken by a cruiser off Tangiers, and compelled the submission of the Emperor of Morocco.

But it was in the bombardment of Tripoli, August 3, 1804, that the *Constitution* received her baptism of fire; and magnificently did frigate and crew emerge from the conflict. The upholders of the crescent gained a new idea of the young republic of the West, for which they had hitherto maintained only contempt.

On the 12th of November, 1803, Captain Preble, his flagship being the

ENGAGEMENT BETWEEN THE "CONSTITUTION" AND THE "GUERRIERE."

From a print in the collection of the Bostonian Society.

ENGAGEMENT BETWEEN THE "CONSTITUTION" AND THE "GUERRIERE."

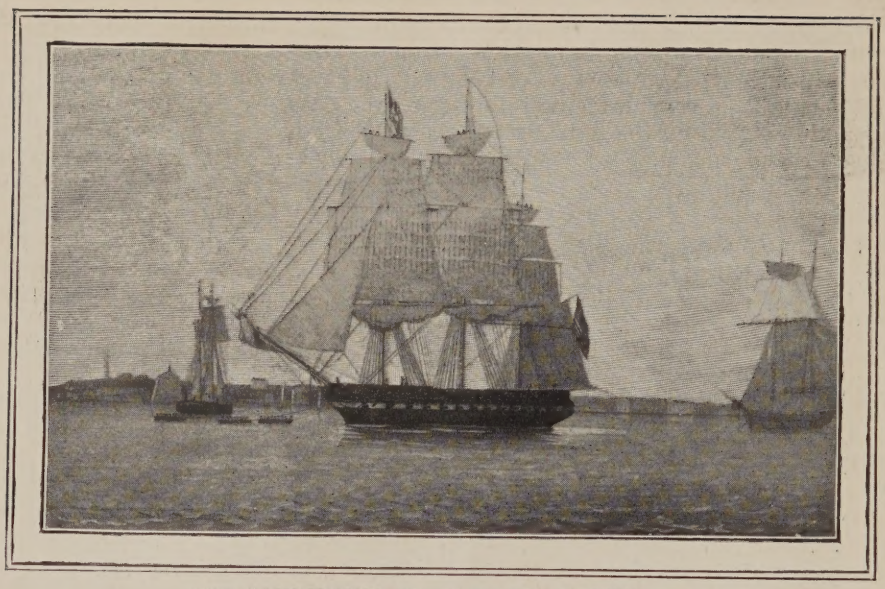
From a painting by Marshall Johnson, made from a print approved by Com. Isaac Hull, owned by Benjamin F. Stevens.

Constitution, declared a blockade of the harbor of Tripoli. The thirty-eight gun ship, *Philadelphia*, Captain Bainbridge, had been crowded upon the rocks and captured by the Tripolitans, but had been burned at her anchorage in the harbor by Lieutenant Decatur, February 16, 1804. On July 25, Captain Preble was before Tripoli with a fleet of fifteen sail, including eight small vessels which had been borrowed of the Neapolitan government. His first attack was made August 3, upon the enemy's gunboats, which were protected by shore batteries. After a fight lasting three hours the American force withdrew, having captured three of the largest vessels of the enemy by boarding, and sunk three more. Four days later another attack was made, but with less success than the first. On the 28th of August a general attack was made by the American fleet, in which the *Constitution* bore her honors grandly. For three-quarters of an hour the frigate lay within musket shot of the mole, in the harbor of Tripoli, pouring repeated broadsides of shot upon the batteries of the town. Several gunboats of the enemy were sunk or driven ashore, and the rest retreated to save themselves from annihilation.

COMMODORE ISAAC HULL.
From a print made from a painting by Gilbert Stuart.

On the third of September still another attack was made, in which still further injury was inflicted upon the enemy. A week later Captain Samuel Barron arrived off Tripoli, in command of the *Constitution's* sister ship, the *President*, relieving Captain Preble, who returned home. On his arrival he was received with great acclaim and was tendered the thanks of Congress, which also granted him a gold medal.

At the outbreak of the last war with Great Britain, the war of 1812, the London *Statesman*, in discussing the matters at issue between the two nations, said: "America certainly cannot pretend to wage war with us; she has no navy to do it with." Not unjustly, perhaps, had Great Britain claimed a maritime superiority over all the world, until the events of this war changed the complexion of affairs. In two hundred actions between single ships, the British navy had been defeated but five times, and on those occasions the British ships were admitted to have been of inferior force. Yet after two and a half years of conflict with the ships of the United States, Great Britain looked upon a commerce almost annihilated, and in eighteen naval engagements the royal navy had sustained fifteen defeats. In the great battle of Trafalgar, Nelson's one-hun-



THE "CONSTITUTION" IN BOSTON HARBOR, 1846.
From a painting in the collection of the Bostonian Society.

dred gun flagship, after five hours of fighting, had sustained losses of 57 killed and 102 wounded, out of a complement of about 600 men and boys. In the action between the forty-four gun frigate *Constitution* and the thirty-eight gun frigate *Java*, which lasted less than two hours, the British loss was 60 killed and 101 wounded, out of a complement of 426, while the American loss was only 9 killed and 25 wounded. Again, in the action between the *Constitution* and the thirty-eight gun British frigate *Guerriere*, which lasted but thirty minutes, the British loss was, in killed and wounded, 79 out of a complement of 272, while the American loss was but 7 killed and 7 wounded.

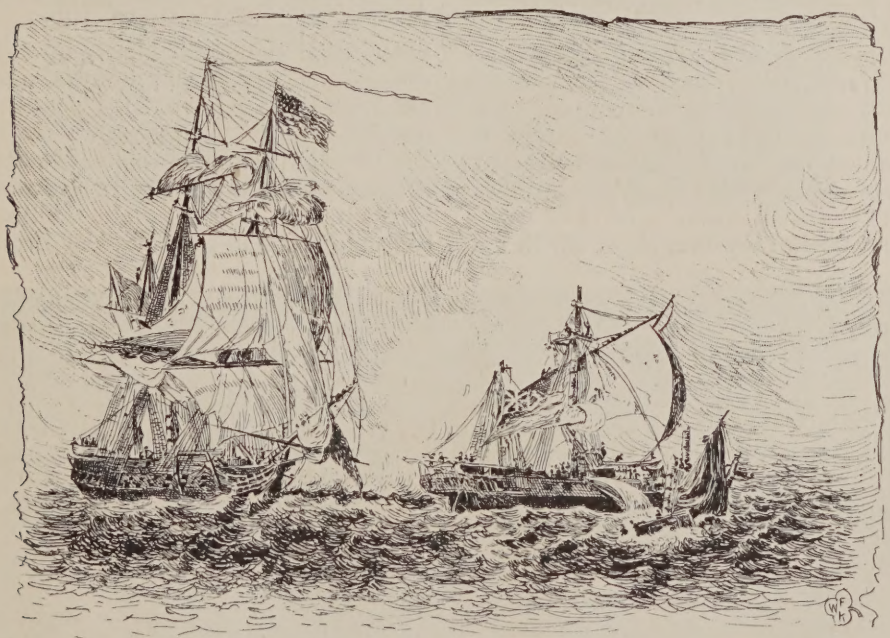
The war of 1812, in the chief events of which the *Constitution* figured brilliantly, served to give to the frigate her greatest opportunity, and here she won her brightest laurels. For several years the aggressions of England had greatly stirred the American spirit. This feeling was greatly increased by the affair of the *Chesapeake*, June 22, 1807. The national spirit rose higher and higher, and on the 18th of June, 1812, war was declared. The *Constitution* was at once made ready for sea; for it was recognized by all that the coming war would be waged mainly upon the ocean. Soon after this event the *Constitution* was on her return from a cruise to Europe, whither she had been with a quantity of specie with which to pay the interest on the public debt owed to Holland. When nearing the American coast the frigate suddenly came upon a squadron of British war vessels, which immediately gave chase. Unable, of course, to

JAMES RICHARD DACRES.

cope with a force so far superior, Captain Hull, then in command of the *Constitution*, set all sail and resolved to escape. The chase was full of stirring interest and excitement and proved the superiority of American sailing vessels over those of England. The *Constitution* succeeded in eluding her pursuers. The British fleet, consisting of a razee of sixty-four guns, and four frigates—the *Shannon*, *Guerriere*, *Belvedere* and *Aeolus*, besides a brig and schooner, was distanced by the American frigate, after a chase which continued for three days and nights, and was obliged to abandon the attempt.

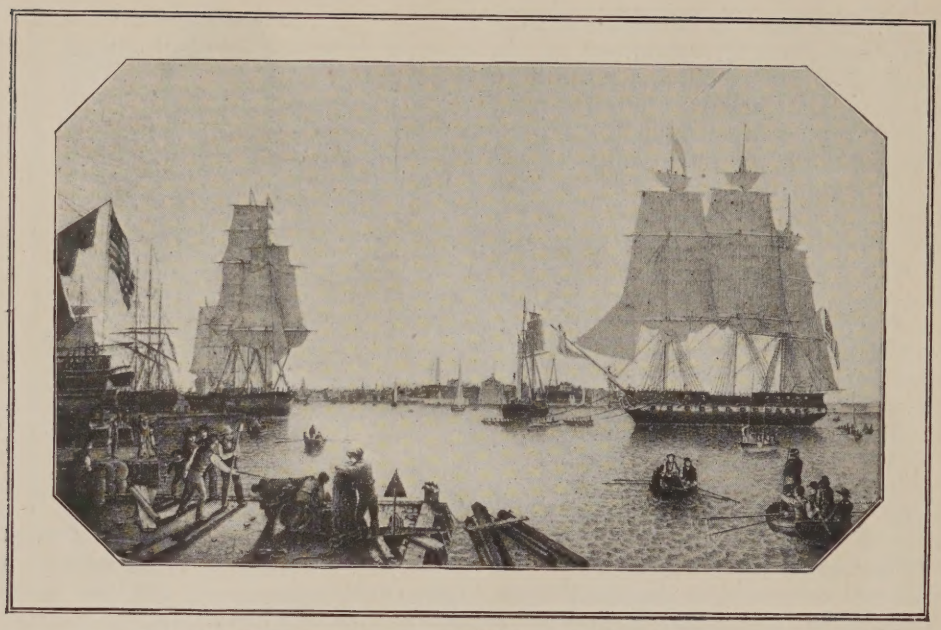
CAPT. WILLIAM BAINBRIDGE

"The chase off New York," wrote Fenimore Cooper, whose "Old Ironsides," published in *Putnam's Magazine* in 1853, should, like Abbott's "Blue-Jackets of 1812," be read by all who are interested in the *Constitution*, "brought the *Constitution* largely before the public mind. It is true that this exploit was not one of a character to excite the same feelings as a successful combat, but men saw that the ships and crews that could achieve such an escape from a British squadron must both of them have the right stuff for a glorious marine. It was the good fortune of 'Old Ironsides' to correct two of the illusions of that portion of the people which had faith in English superiority in all things, by first demonstrating that a Yankee man-of-war could get away from her enemy



THE ENGAGEMENT BETWEEN THE "CONSTITUTION" AND THE "JAVA"

From a print in the Bostonian Society's collection.

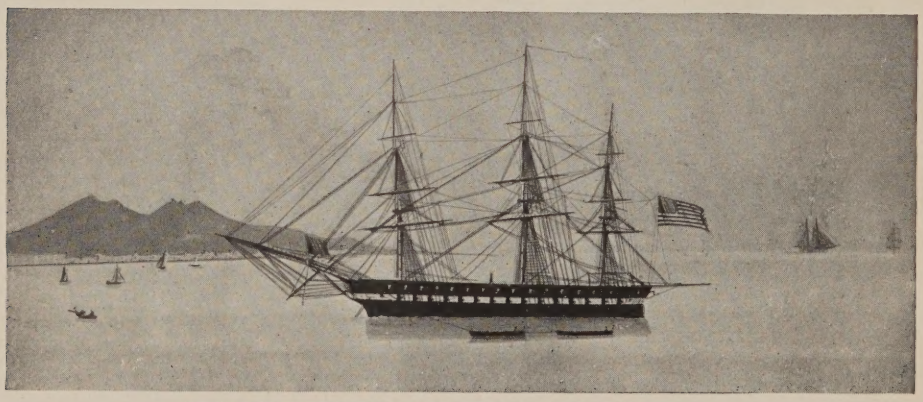


THE "CONSTITUTION" BEING TOWED UP BOSTON HARBOR, 1834.
From a painting by Robert Salmon.

when there was occasion for the attempt, and that she could deal roughly with him when the motive for avoiding an action did not exist."

Captain Hull sailed into Boston harbor, and there received the plaudits and acclamations of the people. He arrived at Boston on the second of August; on the nineteenth he was again at sea in his frigate.

The British frigate *Guerriere* was a war vessel of the first class, which had been captured from the French in July, 1806, by the British 38-gun frigate *Blanche* in an engagement off the Faroe Islands. In this engagement none were killed on board the *Blanche* and but four wounded, while the *Guerriere* lost 22 killed and 30 wounded. The prize was then attached to the British navy, and in the battle with the *Constitution*, was commanded by Captain Dacres, a thorough seaman and a typical British



THE "CONSTITUTION" IN THE BAY OF NAPLES, 1850.

naval commander. He was fully convinced of the superiority of his own capacity and of the invincibility of his vessel, especially against a Yankee foe. He had endorsed upon the register of the merchant ship *John Adams*, on her return voyage from Lisbon to New York—the vessel sailing under British colors,—this bombastic challenge, which was subsequently published widely throughout the United States.

"Capt. Dacres, commander of His Britannic Majesty's frigate *Guerriere*, of forty-four guns, presents his compliments to Commodore Rodgers of the United States frigate *President*, and will be very happy to meet him, or any other frigate of equal force to the *President*, for the purpose of having a social *tête-à-tête*."

Captain Hull and Captain Dacres were not strangers to one another. They had met in a social way when the two vessels commanded by them lay in the Delaware, before the declaration of war; and each had boasted of the strength and power of the navy of his own country. "You may just take good care of that ship of yours if ever I catch her in the *Constitution*," Hull said. The good-natured controversy had at last ended in the wager of a hat over the result of the encounter, should it ever happen that the two vessels met in combat.

In view of both these occurrences, in which the boastful character of Dacres had been displayed, it was with a sentiment of pleasure that Captain Hull, one fine morning, discerned bearing down upon him a British frigate, which soon proved to be the *Guerriere*. The *tête-à-tête* was soon on in good earnest, — and in half an hour all was over. The battle thus so quickly fought was one of the memorable naval battles of the world. At its close every one of the masts of the *Guerriere* had been shot away, her hull had been pierced in scores of places, her decks ran with blood, and she tossed a helpless wreck. The *Con-*

THE "CONSTITUTION" IN A GALE OFF THE ISLAND OF TRISTAN D'CUNHA, DECEMBER, 1845.
From a painting by Marshall Johnson, owned by Benjamin F. Stevens.

stitution meanwhile showed little damage save to her sails and upper rigging; her hull was uninjured, and her flag still waved triumphantly over all. It had been an easy victory, and proved in a simple way the superiority of Hull to Dacres as a naval commander. Hull had merely ordered the broadsides to be discharged at the instant that his vessel was sinking toward the trough of the sea. Dacres, on the other hand, ordered his men to fire at the moment when his vessel was rising to the crest of the waves. The result was that the shot of the latter flew harmlessly aloft, while those of Hull took effect near the water line.

"Captain Hull's compliments, and wishes to know if you have struck your flag," shouted Lieutenant — after Commodore — Read from a boat which the *Constitution* had lowered. The question seemed unnecessary, since not a spar remained above deck, from which a flag could be flown. Captain Dacres replied slowly:

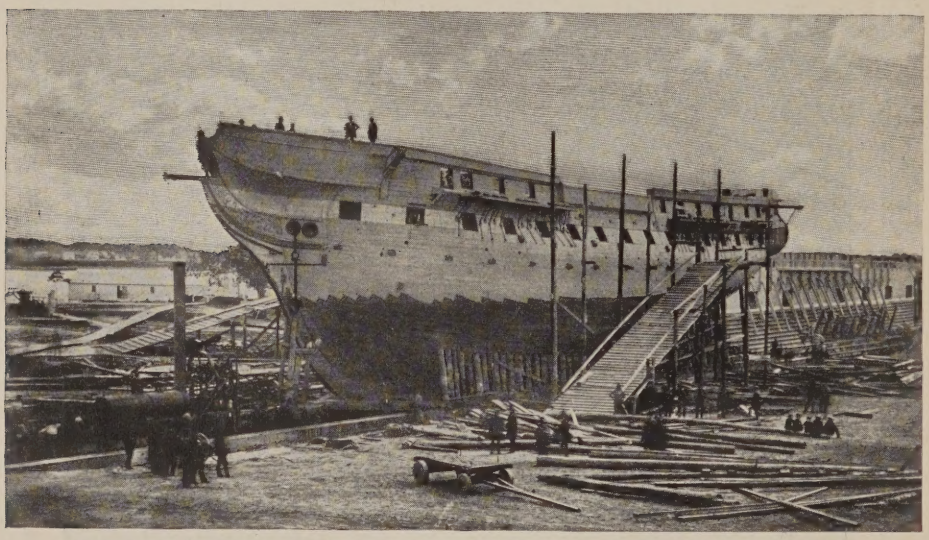
"Well, I don't know; our mainmast is gone and, upon the whole, you may say we have struck our flag."

"Captain Hull's compliments," again shouted Lieutenant Read, "and wishes to know whether you need the services of a surgeon or a surgeon's mate."

"Well," replied the British commander, "I should suppose you had on board your own ship business enough for all your medical officers."

"Oh, no," was the reply; "we have only seven wounded, and they were dressed half an hour ago."

The captured officers and crew were at once transferred to the victorious frigate, and Captain Dacres at once sought Captain Hull upon the quarter deck.



THE "CONSTITUTION" READY FOR LAUNCHING, AFTER REPAIRS AT THE NAVY YARD, PORTSMOUTH, N. H., 1858.

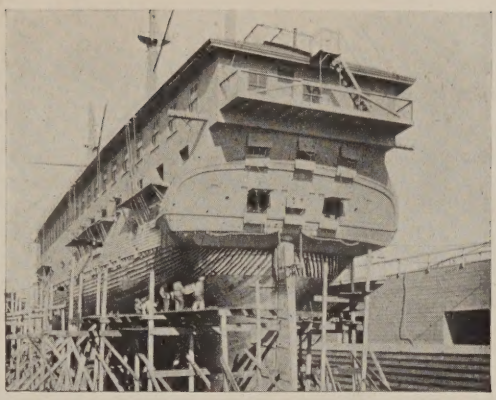
"Dacres, my dear fellow, I am glad to see you on board," said Hull, advancing and offering his hand.

"D—n it, Hull," responded Dacres, "I suppose you are"; and, unbuckling his sword, he offered it to his captor.

"I will not take a sword from one who knows so well how to use it," said Captain Hull; "but, I tell you, Dacres, I will trouble you for that hat."

The disaster list of the *Constitution* in this engagement was seven killed and seven wounded, while the *Guer-*

riere lost seventy-nine in killed and wounded. The *Guerriere* was so thoroughly disabled that she was set on fire by her captors. When the flames reached her powder magazine she blew up, and her fragments were scattered widely over the sea.



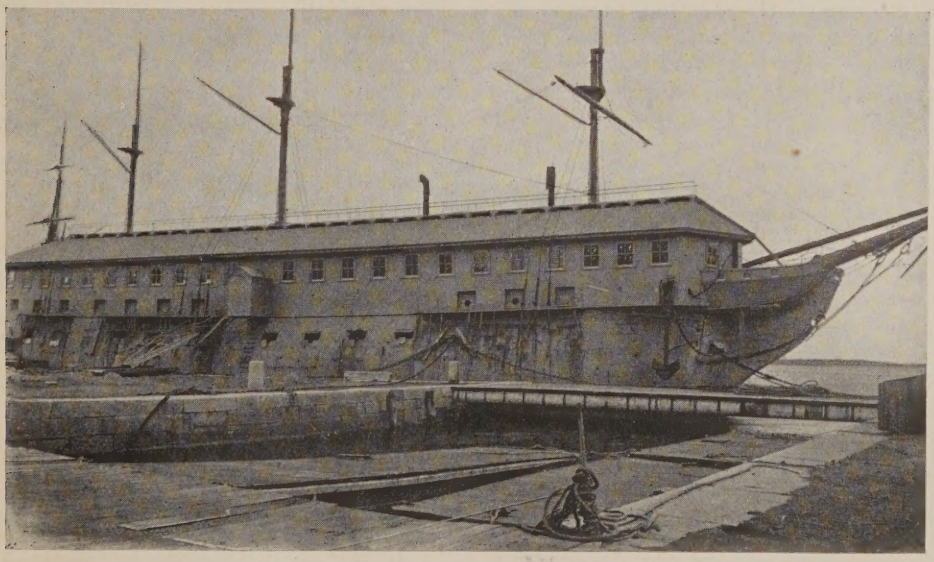
THE "CONSTITUTION" IN THE DRY DOCK AT PORTSMOUTH, BEING OVERHAULED FOR HER TRIP TO BOSTON.

The name and fame of Hull and the frigate *Constitution* were forever secure. Captain Hull arrived in Boston with his prisoners, August 29, 1812. A few days later a brilliant entertainment and dinner was given in Faneuil Hall in his honor. A gold medal was struck in honor of the event and the sum of $50,000 distributed by Congress among the officers and crew. The reputation of the *Constitution* as a fighting frigate, both in this country and in England, was made.

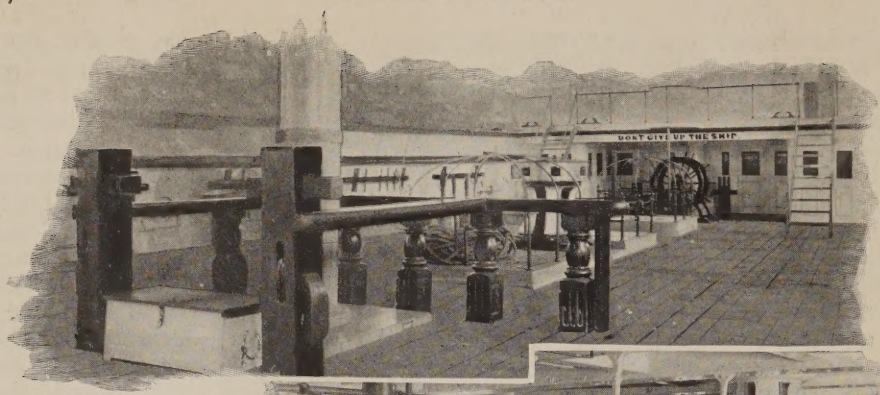
The *Columbian Centinal* for September 9, 1812, contains an extended report of the Boston dinner and of the exercises which preceded and followed it.

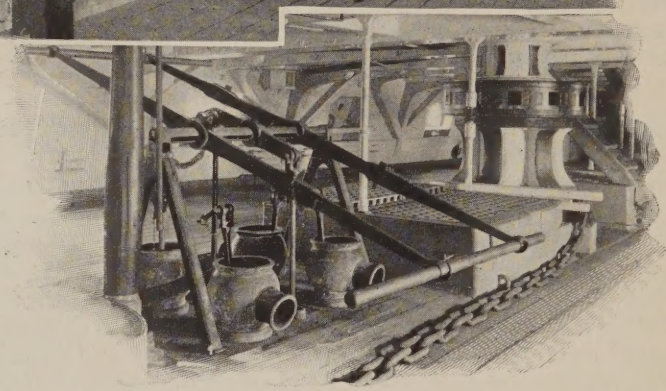
"A sumptuous dinner," reads this report, "was prepared at Faneuil Hall, which was splendidly decorated for the occasion. At an early hour in the morning State Street and Long Wharf, Merchants Row, etc., and the shipping at the wharves were beautifully dressed with flags. At 3 o'clock the procession, consisting of about 500 of the most respectable citizens of both parties, was formed at and moved from the Exchange Coffee House, preceded by an excellent band of music, to the hall of entertainment. The spectators were numerous and cheered the procession as it passed down State Street."

The order of the procession and the decorations follow in the description in elaborate detail. National colors



THE "CONSTITUTION" AT PORTSMOUTH.

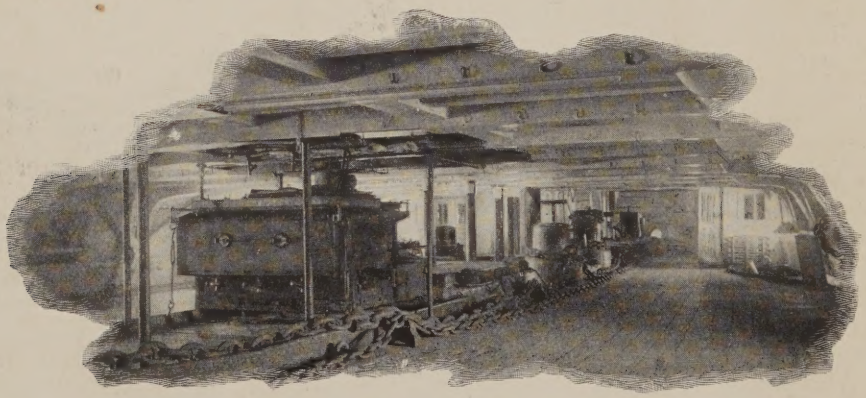




and mottoes were the chief features in the scheme of decoration. The toasts which followed the dinner were seventeen in number and naturally were highly eulogistic of the navy and of the great victory. Although the president of Harvard College, clergymen and members of the judiciary were present, a most brilliant assemblage, it does not appear from this report that the custom of after-dinner speech-making was then in vogue. The President of the United States, who had been invited, was unable to be present. Ex-President Adams, however, sent this toast, which was read:

"May every Commodore in our American Navy soon be made an Admiral, and every Captain a Commodore, with ships and squadrons worthy of their commanders, and worthy of the wealth, power and dignity of their country. *Proh Dolor! Proh Pudor!*"

After the reading of the fifth toast, an original ode, composed for the occasion by L. M. Sargent, was sung by the assembled company, to the tune of



VIEWS ON THE "CONSTITUTION" AT THE PRESENT TIME.

"Ye Mariners of England." The ode follows:

"Britannia's gallant streamers
Float proudly o'er the tide,
And fairly wave Columbia's stripes,
In battle, side by side.
And ne'er did bolder foemen meet,
Where ocean's surges pour,
O'er the tide now they ride,
While the bell'wing thunders roar,
While the cannon's fire is flashing fast,
And the bell'wing thunders roar.

"When the Yankee meets the Briton,
Whose blood congenial flows,
By Heav'n created to be friends,
By fortune render'd foes,
Hard then must be the battle fray,
Ere well the fight is o'er.
Now they ride, side by side, etc.

"Still, still for noble England,
Bold Dacres' streamers fly,
And for Columbia, gallant Hull's,
As proudly and as high.
Now louder rings the battle din,
More thick the volumes pour,
Still they ride, etc.

"Why lulls Britannia's thunder,
That wak'd the watery war?
Why stays the gallant *Guerriere*,
Whose streamers waved so fair?
That streamer drinks the ocean wave;
That warrior's fight is o'er;
Still they ride, side by side,
While Columbia's thunders roar,
While her cannon's fire is flashing fast,
And her Yankee thunders roar.

"Hark! 'tis the Briton's lee gun!
Ne'er bolder warrior kneeled!
And ne'er to gallant mariners
Did braver seamen yield.
Proud be the sires whose hardy boys,
There fell to fight no more;
With the brave 'mid the wave,
When the cannon's thunders roar,
Their spirits then shall trim the blast,
And swell the thunder's roar.

"Vain were the cheers of Britons,
Their hearts did vainly swell,
Where virtue, skill and bravery
With gallant Morris fell.
That heart so well in battle tried
Along the Moorish shore,
Again o'er the main,
When Columbia's thunders roar.
Shall prove to Yankee spirit true,
When Columbia's thunders roar.

"Hence be our floating bulwarks,
Those oaks our mountains yield;
'Tis mighty Heaven's plain decree—
Then take the wat'ry field!
To ocean's farthest barrier then,
Your whit'ning sail shall pour;
Safe they'll ride, o'er the tide,
While Columbia's thunders roar,
While her cannon's fire is flashing fast,
And her Yankee thunders roar."

Captain Hull's official report of the engagement was as follows:

"U. S. frigate *Constitution*,
Off Boston Light,
August 30, 1812.

Sir:

I have the honor to inform you that on the 19th instant, at 2 P. M., being in lat. 41°42′ and long. 55°48′, with the *Constitution* under my command, a sail was discovered from the mast-head bearing E. by S. of E. S. E., but at such a distance we could not tell what she was. All sail was instantly made in chase, and soon found we came up with her. At 3 P. M. could plainly see that she was a ship on the starboard tack under easy sail, close on the wind; at half-past 3 P. M. made her out to be a frigate; continued the chase until we were within about three miles, when I ordered the light sails to be taken in, the courses hauled up, and the ship cleared for action. At this time the chase had backed his maintopsail, waiting for us to come down. As soon as the *Constitution* was ready for action, I bore down with intention to bring him to close action immediately; but on our coming within gun-shot she gave us a broadside and filed away, and wore, giving us a broadside on the other tack, but without effect, her shot falling short. She continued wearing and manœuvering for about three-quarters of an hour, to get a raking position, but finding she could not, she bore up, and run under her topsails and jib, with the wind on her quarter. I immediately made sail to bring the ship up with her, and five minutes before 6 P. M., being alongside within half pistol-shot, we commenced a heavy fire from all our guns, double shotted with round and grape; and so well directed were they, and so warmly kept up, that in 15 minutes his mizzenmast went by the board and his mainyard in the slings, and the hull, rigging and sails very much torn to pieces. The fire was kept up with equal warmth for 15 minutes longer, when his mainmast and foremast went, taking with them every spar, excepting the bowsprit. On seeing this we ceased firing, so that in thirty minutes after we got fairly alongside the enemy she surrendered, and had not a spar standing, and her hull below and above water so shattered that a few more broadsides must have carried her down.

After informing you that so fine a ship as the *Guerriere*, commanded by an able and experienced officer, had been totally dismasted, and otherwise cut to pieces so as

to make her not worth towing into port, in the short space of thirty minutes, you can have no doubt of the gallantry and good conduct of the officers and ship's company I have the honour to command; it only remains, therefore, for me to assure you that they all fought with great bravery; and it gives me great pleasure to say that, from the smallest boy in the ship to the oldest seaman, not a look of fear was seen. They all went into action giving three cheers, and requested to be laid close alongside the enemy.

Enclosed I have the honor to send you a list of killed and wounded on board the *Constitution*, and a report of the damages she has sustained; also a list of killed and wounded on board the enemy, with his quarter bill, &c.

I have the honour to be, with very great respect, Sir, your ob't servant,

ISAAC HULL.

Hon. Paul Hamilton, &c."

Navy-Yard.

BOSTON, September 18, 1797.

THE Conſtructor, having extended to his fellow-citizens all reaſonable gratification of their laudable curioſity, during the progreſs of the building, believes he may, with propriety, make the following requeſt and ſuggeſtions, on the operation of launching the frigate CONSTITUTION.

That (excepting the Preſident of the United States, the Governor, Lieut. Governor, and their reſpective ſuites, and others ſpecially admitted, who will, comparitively, be very few) no perſon will attempt, in any way, to paſs into the limits of the Navy Yard.

The reaſon of this requeſt is obviouſly to prevent interruption or confuſion, which might be injurious, or ruinous, to the act of launching, which will be critical, under the moſt favorable circumſtances, and indiſpenſably requiring perfect ſilence and obedience to orders. Independent of this concluſive reaſon, the danger of encroaching ſpectators would be imminent, from the occaſional and abrupt falling of bodies, uſed in the conſtruction of the ſhip—a conformity therefore, to this requeſt, is earneſtly ſolicited.

It is ſuggeſted, as the tide will be full, that it would be neceſſary to the ſafety of the ſpectators, particularly women and children, that they do not approach in crowds too near the margin of the contiguous wharves, as the ſudden entrance of ſo large a body as the Frigate, will occaſion an inſtantaneous ſwell of the water, the height of which cannot be eaſily calculated, and againſt which, therefore, the diſcretion of the people ought amply to guard.

It is to be regretted, in this inſtance, that the Yard, and the places around it, are too contracted for an occaſion, which will probably excite ſo much deſire, and in which all the citizens have ſo much intereſt; it is therefore ſubmitted to thoſe, who can conveniently make the arrangement, to place themſelves in veſſels, or water crafts, at due diſtances, upon the profile or ſides of the Frigate, but by no means too near, either in a right line, or otherwiſe, as the direction may be uncertain, nor to load open boats too deeply, as the agitation of the water, even at a conſiderable diſtance, may be ſomewhat hazardous.

It is alſo recommended, to thoſe who erect ſtages to accommodate ſpectators, that they have them well ſecured, in every reſpect, as the loſs of life of a ſingle citizen, would mar the ſatisfaction and pleaſure that the Conſtructor otherwiſe would enjoy, of building, and conducting into the ocean, a POWERFUL AGENT OF NATIONAL JUSTICE, which hope dictates may become the juſt pride and ornament of the American name.

GEORGE CLAGHORN.

FAC-SIMILE OF THE INVITATION TO THE LAUNCHING OF THE "CONSTITUTION."

From an original in the Brookline Public Library.

Captain Hull, in the height of his fame, resigned the command of the *Constitution*, and Captain Bainbridge succeeded him. Her subsequent

achievements, during the war of 1812 were eclipsed in brilliancy only by her victory over the *Guerriere.* The *Java,* in an engagement off the Brazilian coast, soon followed the fate of the latter, and again "Old Ironsides," bearing the news of a great victory, sailed into the port of Boston.

Years later, the management of the *Constitution* in this engagement received a generous compliment from Commodore Chads of the British navy. That officer was the first lieutenant of the *Java* at the time of her battle with the *Constitution.* At Singapore, in 1845, the old frigate, then upon a cruise, put in, with a sick list of two hundred sailors. Commodore Chads, who chanced to be in that port, generously tendered medical assistance to Captain Percival of the *Constitution,* which was gratefully accepted. In the hearing of Mr. Benjamin F. Stevens, of Boston, who relates the story, and who was then a clerk to the commander of the *Constitution,* Commodore Chads remarked to Captain Percival:

"The *Constitution,* in her battle with the *Java,* was manœuvered in a masterly manner, and it made me regret that she was not British. But," he continued, "it was 'Greek met Greek,' for we were of the same blood after all."

Captain Bainbridge relinquished command of the *Constitution* in 1813, and she was drawn up and thoroughly repaired at Boston. She left the harbor December 30, 1813, in command of Captain Charles Stewart.* By the middle of February she had captured the British war schooner *Picton.* In December, 1814, she captured one or two unarmed prizes. On the 20th of February, 1815, off the African coast she encountered the British frigate *Cyane,* thirty-two guns, Captain Gordon Falcon, and the British sloop-of-war *Levant,* Captain George Douglass. In the engagement which followed the old frigate won new honors, both vessels falling into her hands after ignominious defeat. It was in this engagement that the frigate won the name of "Old Ironsides." In addition to these notable victories, the list of prizes recorded at the War Department to the credit of the *Constitution* is long and brilliant. The *Lovely Ann* and *Esther,* armed vessels, are in this list, as well as a large number of unarmed prizes, the loss of which were successive severe blows to British commerce.

To the achievements of the *Constitution* in these engagements is perhaps chiefly due the happy result of the last war with England. For many years the praises of the *Constitution* and of Captain Hull were sung by the Yankee tars "before the mast." In this doggerel rhyme they sang of the prowess of the American seamen and of the victory of the *Constitution* over the *Guerriere.*

CONSTITUTION AND *GUERRIERE.*
(Action of August 19, 1812.)

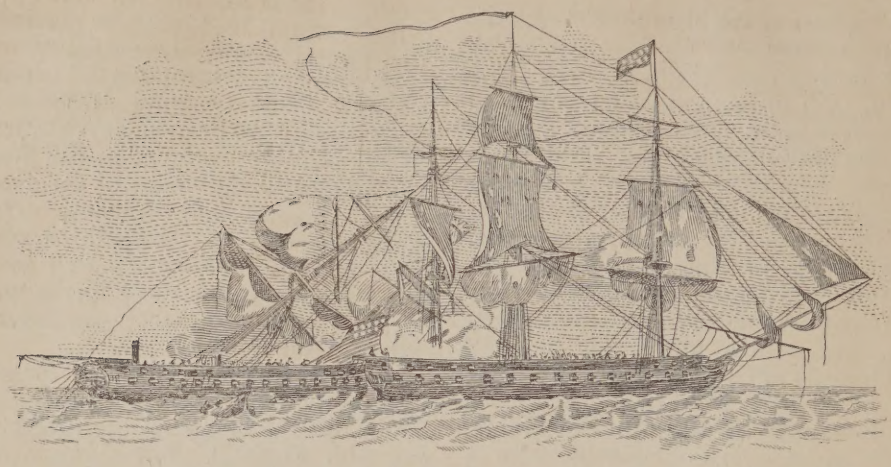
"It ofttimes has been told
That the British seamen bold
Could flog the tars of France so neat and handy, oh!
But they never found their match,
Till the Yankees did them catch,
Oh, the Yankee boys for fighting are the dandy, oh!

"The *Guerriere,* a frigate bold,
On the foaming ocean rolled,
Commanded by proud Dacres, the grandee, oh!
With as choice a British crew
As a rammer ever drew,
Could flog the Frenchmen, two to one, so handy, oh!

"When this frigate hove in view,
Says proud Dacres to his crew:
'Come, clear ship for action and be handy, oh!
To the weather gage, boys, get her;'
And to make his men fight better,
Gave them to drink gunpowder mixed with brandy, oh!

"Then Dacres loudly cries:
Make this Yankee ship your prize:
You can in thirty minutes, neat and handy, oh!
Twenty-five's enough, I'm sure;
And if you'll do it in a score,
I'll treat you to a double share of brandy, oh!'

*Captain Stewart was the grandfather of Charles Stewart Parnell.



THE ENGAGEMENT BETWEEN THE "CONSTITUTION" AND THE "GUERRIERE."
From an engraving from a drawing under the direction of Capt. Isaac Hull, in the Bostonian Society's Collection

"The British shot flew hot,
Which the Yankees answered not
Till they got within the distance they called handy, oh!
'Now,' says Hull unto his crew,
'Boys, let's see what we can do;
If we take this boasting Briton, we're the dandy, oh!'

"The first broadside we poured
Carried her mainmast by the board,
Which made this lofty frigate look abandoned, oh!
Then Dacres shook his head,
And to his officers said,
'Lord! I didn't think those Yankees were so handy, oh!'

"Our second told so well,
That their fore and mizzen fell,
Which doused the royal ensign neat and handy, oh!
'By George!' says he, 'we're done;'
And they fired a lee gun,
While the Yankees struck up 'Yankee Doodle Dandy,' oh!

"Then Dacres came on board
To deliver up his sword,
Though loath was he to part with it, it was so handy, oh!
'Oh, keep your sword,' says Hull,
'For it only makes you dull!
Cheer up and take a little drink of brandy, oh!'

"Now, fill your glasses full,
And we'll drink to Captain Hull,
And so merrily we'll push the brandy, oh!
John Bull may toast his fill,
But let the world say what they will,
The Yankee boys for fighting are the dandy, oh!"

The close of the war of 1812 saw also the close of the active career of the *Constitution* as a fighting ship. Thereafter for some years she was employed as a cruiser in different parts of the world, where she bore the American flag everywhere with honor. Early in the administration of Presiden Andrew Jackson—who was elected in 1828—the old frigate showed such decided signs of age and declining usefulness, that it was seriously proposed to break her up. A young law student at Cambridge, named Oliver Wendell Holmes, saw this brief announcement in a daily newspaper, and felt an inspiration. Upon the impulse he wrote a poem which many a school-boy has since declaimed during the seventy years that have passed. The whole country knows the stirring poem of "Old Ironsides."

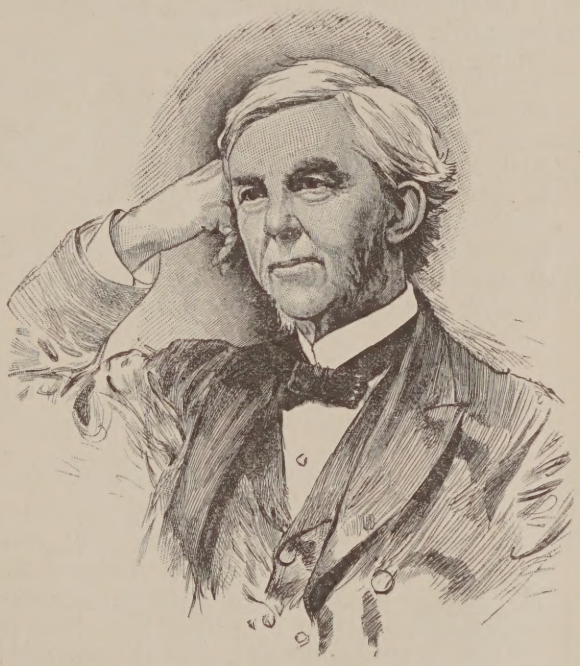
"Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar—
The meteor of the ocean air
Shall sweep the clouds no more.

"Her deck, once red with heroes' blood
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,
No more shall feel the victor's tread,
Or know the conquered knee—

The harpies of the shore shall pluck
  The eagle of the sea!

"Oh, better that her shattered hulk
  Should sink beneath the wave;
Her thunders shook the mighty deep,
  And there should be her grave;
Nail to the mast her holy flag,
  Set every threadbare sail,
And give her to the god of storms,
  The lightning and the gale!"

The thrill which the poem sent through every heart was beyond doubt the salvation of the old frigate. The Secretary of the Navy, who had looked upon the destruction of the frigate merely from a business standpoint, yielded to the sentiment of the hour. The *Constitution* was hauled up at the Charlestown Navy Yard, thoroughly repaired, and given a new lease of life. It was during the progress of these repairs that the order was given to replace with a bust of President Jackson the carved wooden figure-head of Hercules, which had been shot off in the engagement in the harbor of Tripoli. This was done, much to the disgust of Jackson's Whig opponents throughout the country. The sequel was a curious incident, which today would be regarded as an annoying prank, but which at that day created excitement throughout the country. As the frigate lay in the stream at the Navy Yard, it was discovered one morning that the wooden head of General Jackson had been severed at the mouth and had disappeared from the bow of the ship. At once there was an uproar. The act was variously designated as a cowardly outrage and as a bold, heroic deed. Some person, evidently not a political admirer of the President, had under cover of the night clambered into the fore-chains of the frigate and at great personal hazard sawed off and removed the head. No clew to the perpetrator of the deed could be obtained, and the city, and even the country, was in an uproar. A few months after the disappearance of the head, a dinner of adherents of the Whig party was held in Boston, and, to the great delight of the participants, the missing head was displayed upon a dish in the center of the table. It again disappeared when the dinner was over, as mysteriously as it had appeared. Subsequently, it again appeared upon the table at a Whig dinner held in New York; and again, in Philadelphia, the old general's wooden counterfeit *caput* appeared at table, gazing stolidly into the face of Nicholas Biddle.



Oliver Wendell Holmes.

By the kindness of Houghton, Mifflin & Co.

Long after the excitement caused by the occurrence had abated, Capt. Samuel W. Dewey, an eccentric Cape Cod ship-master, who had performed the daring act, appeared one day at the Treasury Department at Washington,

and presented the head to the Secretary of the Navy, as returned government property. The audacity of the thing at first incensed and then amused the secretary, and he ended the interview by accepting the head and giving Captain Dewey a receipt for it.

The time came at length when the *Constitution*, as a cruiser, had passed her usefulness. She was then detached and assigned to the use of the United States Naval Academy at Annapolis, previously being thoroughly repaired at Portsmouth. She served this use for many years, once, at the outbreak of the Rebellion, narrowly escaping capture.

At last the old frigate passed her usefulness even for this purpose, and she was removed to the Navy Yard at Portsmouth, N. H., and became an inmate of "Rotten Row," a name given to designate the debris of our old navy which was drawn up at Portsmouth, there to fall into decay and silence. Recently it was again proposed to break up the old frigate of glorious memory; but again the sentiment of the country came to her succor. The centennial of her launching was rapidly approaching, and the united sentiment of Massachusetts, and especially of Boston, demanded her presence in the harbor, in observance of the historic event. The ancient craft, shorn of her noble proportions, her deck covered by an unsightly wooden house, was a pathetic sight to those who had read of her glorious career. No eye gazed upon her which had seen her when, in her youth and beauty, she had glided from the ways into the waters of Boston Bay; but the children and the grand-children of those who, on that bright morning one hundred years before, gave voice to that "enlivening burst of gratulation," saw and welcomed her back to the place of her birth.

That her last days may be passed near the spot which saw her first days is the earnest hope of every true Bostonian.

A FEW TYPES FROM AN OLD NEW ENGLAND TOWN.

By M. W. R.

PERHAPS "A Few Instances" would be a better title. Yet the little country town to which I turn back my thoughts is not at the shore, nor yet among the northern forests, but near the centre of New England, and so its instances may prove fairly typical of the general, average New England scenery and life. The word "town" is never used, I think, in New England as it is in the West, to denote a collection of stores and houses. That is a village. New Englanders say town where Westerners say township, and make more account of boundary lines. The county stands for less, the town for more. The old New England town of which I write, summoning back the memories here in my Western home, has its broad village street, above which the branches of the elm trees meet, so that one looks down its straight length as through an arched cathedral aisle, and its mountain roads so steep that you brace your feet and clutch the seat with both hands as you ride them, and should never venture on at all unless your horse is of the safest, your harness of the strongest and your earthly affairs in good shape to leave. It has its famous trout brooks and its sunny ponds, sacred to the succulent horn-pout and the fragrant water lily. From every hilltop is a lovely view of peaceful country, with fair vistas opening out beyond between other hillsides. On clear days

wear his wide-awake in the House of Lords! Tennyson was so well beyond the mere flattery of an offer of the peerage that he took the friendly urgence of Mr. Gladstone with great calmness, and at first was not to be moved from his determination to remain plain Mr. Tennyson to the end of his days. He was finally persuaded, however, that, as the foremost representative of literature in England, he ought not to put aside a distinction which would mark the formal recognition of the place and function of literature in the life of a great people. "I cannot but be touched," he wrote to Mr. Gladstone, "by the friendliness of your desire that this mark of distinction should be conferred on myself, and I rejoice that you, who have shown such true devotion to literature, by pursuing it in the midst of what seems to most of us overwhelming and all-absorbing business, should be the first thus publicly to proclaim the position which literature ought to hold in the world's work."

In the long history of English literature there is no picture of old age more beautiful and satisfying than that which appears in this biography, — an old age rich in fame and honor, but richer still in the fulfillments and fruition of a lifelong devotion to the highest ends of art; an age free from envy, generous in appreciation, fresh in feeling, and moving steadily forward into larger and clearer vision of truth. Tennyson was no more free from the imperfections of a strong nature than are men of smaller grasp and gift; but his life was stamped by a genuine nobility of spirit. He put aside all the subtle temptations which popularity brings to the artist by artistic instinct, and by the force and steadfastness of his character. He valued fame, and knew how to separate it from its counterfeit popularity. Matthew Arnold once said to Hallam Tennyson with characteristic humor, "Your father has been our most popular poet for over forty years, and I am of opinion that he fully deserves his reputation." In Tennyson's case, as in that of Arnold himself in lesser degree, popularity rested upon a sound instinct, if not upon clear intelligence; and neither poet was indifferent to an applause which was both heartfelt and respectful. In his friendships, especially, the largeness of Tennyson's nature revealed itself in the most unconscious and beautiful way, and the story of his intimacy with Browning and of the noble generosity of admiration which knit them together will be remembered as long as the famous friendship between Goethe and Schiller, and with kindred reverence. Such passages illuminate the painful history of the race with a splendor not born of these lower skies.

When all has been said about the beauty and significance of Tennyson's work, it may be seen that his finest contribution to civilization was, not his poetry, but his life. In his case there was no schism between the art and the artist; the work disclosed the man, and the man lives imperishable in the work. In these days of confused and conflicting ideals of the artist's place and function among men, this biography becomes something more than the record of an illustrious career; it is an authoritative revelation of the aims, the method, and the development of a great creative spirit.

Hamilton Wright Mabie.

THE FRIGATE CONSTITUTION.

DURING the past twenty-five years there have been centennial celebrations of many battles, and of other events connected with the foundation of the republic; but none has greater significance for us as a nation capable of defending our rights and of resisting pressure from without, than the centenary of the launching of the Constitution in Boston on October 21, 1797. She marks the beginning of our navy. Two other ships were launched a few days earlier than she, but neither has won such a place in our affections or in our history.

Up to 1798, the navy, which had no ships, was supposed to be a branch of the War Department, and on May 21 of that year the first Secretary of the Navy was appointed, in accordance with a recent law of Congress establishing a separate department. As the Constitution went into commission about that time, the naval service may be said to have come into existence with her. Her exploits have been the chief addition to its fame. During the earlier years of the frigate our foreign relations became more and more unsatisfactory, and some of our ablest statesmen were abroad, unsuccessfully endeavoring to make treaties acceptable to the nation's self-respect. We were paying tribute in the shape of men to England, of ships and their cargoes to France, and of money to the Barbary powers. While France and England were at war, each strove to outdo the other in its restrictions upon our commerce. The system of impressment begun by England could not be endured by an independent nation, but France would have followed even in that imposition, had it not been impossible to prove an American sailor to be a Frenchman. As it was, her minister to the United States attempted to ride roughshod over our laws, and our ministers to France were insulted and browbeaten. The treatment accorded to one of our ships which grounded on the French coast, and was stripped of her cargo by direction of the government, was enough to make us forget the friendship of France during the Revolutionary War. It was such a world as this into which the Constitution was born. The child of our country in its weakness and poverty, she has survived to a destiny unrivaled in all the annals of naval warfare. She has accomplished without a single failure every task assigned to her, and in a long life has never brought discredit to an officer or a man serving on board of her. Most of our great commanders in the first half of the century began or found their careers upon her decks. Preble, Rodgers, Hull, Decatur, Bainbridge, and Stewart in turn commanded her during the first twenty years of her existence. It was a happy coincidence that she received the name of the great bulwark of our republic.

The frigate was authorized by act of Congress on March 27, 1794, together with five other frigates, to be used against the Barbary States in the protection of our merchant shipping, and in the deliverance of American captives held for ransom; but in consequence of a treaty purchased by the payment of tribute to the dey of Algiers, the work on these ships was stopped. After some consideration of the subject, Congress directed the completion of the three most advanced, one of them being the Constitution. By this delay the timbers were allowed two years for seasoning, and became so hard as to earn for her, fifteen years later, the name "Old Ironsides." Her completion was hurried forward by the expected war with France. The two main arguments for the new navy were, therefore, the suppression of piracy and

the maintenance of our rights as neutrals. The impressment of seamen on the high seas did not become a burning question until later.

The design and model of the Constitution were made by Joshua Humphreys, of Philadelphia, and sent to Boston for use in the construction of the ship. The materials were carefully selected wherever they could be found, and all the best features of the English and French ships were adopted, without regard to expense. Her builder, Colonel George Claghorn, kept her fully three years in the shipyard near what is now Constitution Wharf in Boston, from the time of laying the keel to the final equipment. It is interesting to note that Paul Revere supplied all the copper fastenings. The first day set for the launch was September 20, and the President, John Adams, and the governor of the State were present to see her off; but the settling of the ways under the moving load checked her twenty-seven feet from the start. It was not deemed prudent to use rams or tackles on her, and the builder spent one month shoring up the ways. She finally slid into the water on October 21, 1797. The United States had been launched on July 10 of the same year, at Philadelphia, and the Constellation on September 7, at Baltimore. Admiral Preble in his History of the Flag says, however, that "the Constitution was the first of the new frigates to carry the fifteen stars and fifteen stripes upon the deep blue sea." This flag was hoisted just before the launch by a workman named Samuel Bentley. Captain Nicholson, the inspecting officer, had reserved that honor for himself; but Bentley, with the assistance of a man named Harris, took advantage of his absence at breakfast to work off an old grudge by quietly running up the flag.

The ship cost, ready for sea, about three hundred thousand dollars. She was one hundred and seventy-five feet long, forty-three and a half feet in beam, and fourteen and a half feet deep, with a tonnage of 1576 by measurement. Her power and classification were distinctly below those of a line-of-battle ship, but she had greater speed under sail, and was thus better fitted to escape from a too powerful antagonist. In relation to modern navies, the armored cruiser New York probably comes nearest to a similar position among the ships of her time. She had less than one half the length of the New York, only two thirds the beam, and about three fourths the draught, — making her not far from one of our gunboats in size. It is said that many of her first guns were purchased in England. She was called a forty-four gun frigate in accordance with the common practice of that day, though the batteries actually consisted of thirty long 24-pounders on the main deck, and twenty-two 32-pound carronades on the spar-deck. Two 24-pounders were at times carried on the forecastle as bow-chasers. These guns were heavier than those usually carried on frigates of her own class in foreign navies, and she had only one gun-deck instead of two. In connection with the interminable controversy which subsequently arose over the superiority of the Constitution and her class to the English frigates captured during the war of 1812, it is well to remember that Mr. Humphreys intended his three larger frigates to be a little better in every respect than English or French ships of the same rating. He aimed at advantages similar to those we are now seeking in our new battle-ships and cruisers: better guns, greater speed, and greater cruising capacity. His reasons, stated in a letter to Robert Morris, still apply. He says: "The situation of our coast and depth of water in our harbors are different in some degree from those of Europe, and as our navy must be for a considerable time inferior in the number of vessels to theirs, we are to consider what size ships will be most formidable, and be an overmatch

for those of an enemy. If we build our ships of the same size as the Europeans, they having so great a number of them, we shall always be behind them. I would build them of a larger size than theirs, and take the lead of them, which is the only safe method of commencing a navy."

Herein lies the secret of our success. It belongs as much to our fame as does the splendid discipline of our men. The humane principle in war is never to fight on equal terms; otherwise two armies or two ships will be exterminated instead of one. There are always causes behind the results in war, and valuable lessons to be learned. The Constitution received only the reward given to those who have the foresight to provide a better ship, better guns, and a better crew than their opponents. Her victories cannot be explained as accidents. In the fight with the Guerriere she fired a broadside weighing 684 against the Guerriere's 556 pounds. Two guns were removed before the engagement with the Java, and her broadside was 654 against 576 pounds. Her crew was larger in both instances.

The first duty of the Constitution, as was anticipated, proved to be in the war of reprisal against the French, whose depredations on our commerce had become unendurable. Overrating their influence in America, they had begun by seizing English ships in our waters, and had ended by capturing our own ships as well, — so determined were they to force us into an alliance. Our government had no alternative but a return in kind, and in August, 1798, Captain Nicholson, sailed from Newport with the Constitution and four revenue cutters for a cruise along the coast south of Cape Henry, to pick up French cruisers, privateers, and merchantmen. Towards the end of the year she was assigned to a squadron in the West Indies, where she remained until near the close of the war with France, serving part of the time as Captain Talbot's flag-ship. Her career during this period does not present much that is exciting, as she captured only a few insignificant prizes. The Constellation had the fortune to be the only frigate which saw really serious service against ships of her own class.

Two events, however, were full of promise for the future. The first was a friendly race with an English frigate. The two ships happened to meet at sea not far from San Domingo, and the English captain went on board the Constitution to see Captain Talbot. He looked over the ship and expressed great admiration for her, but declared that his own ship could outsail her on the wind. As he had come out by way of the Madeiras, he offered to bet a cask of wine against an equivalent in money on the result, if Captain Talbot would meet him thereabouts some weeks later. He was going into port to clean bottom and refit. The agreement was made. When the Englishman came out and closed with the Constitution, the two captains dined together, and arranged all the conditions of the next day's race. They kept near each other during the night, and at dawn made sail upon the firing of a gun. All day long the race continued in short tacks to windward. Isaac Hull sailed the American frigate, watching for every possible opportunity and advantage. His skill in handling the ship under sail gained him a lasting reputation. The men were kept on deck all day, moving from side to side to bring the ship to an even keel on the different tacks. As Cooper says, "the manner in which the Constitution eat her competitor out of the wind was not the least striking feature of the trial." When the gun was fired at sunset, the Englishman was hull down to leeward. The Constitution, accordingly, squared away before the wind, and joined him just after dark. A boat was waiting, and the English captain came on board like a true sportsman, with his cask of

Madeira. It is a pleasant picture to see the two captains meeting over a social glass of wine in celebration of the event; especially since English ships did not at all mind impressing an occasional American as a recruit.

The next and not very creditable exploit of the Constitution was unfortunate in its ultimate effects. In May, 1800, a party of sailors and marines, under the leadership of Hull, was sent into a Spanish port to cut out a French letter of marque, Sandwich. The party numbered about ninety, all of whom, with the exception of six or seven, were hidden in the hold of the sloop Sally, armed for the purpose by the Constitution. They ran alongside the Sandwich in broad daylight, and in two minutes had captured her. The marines were sent on shore to spike the guns of the Spanish fort, while sails were bent and she was made ready to leave the harbor. Although this part of the undertaking consumed several hours, she escaped without the loss of a single man. No expedition was ever better planned and carried out, but in the end it cost the crew dear; for they lost all their prize-money in paying damages for the illegal capture in a neutral port; besides, the Sandwich was returned to her original owners.

From March, 1801, to May, 1803, the Constitution lay at Boston, dismantled, but in September of the latter year we find her in Gibraltar, on the way to Tripoli, as Commodore Preble's flag-ship. The war with Tripoli would make a long story, and since it was principally carried on with the smaller ships, only an outline will be given here; but the courage and daring of the American sailors stand out in two or three incidents which cannot be passed over in silence. The details of every expedition were planned on the Constitution, and the young commanding officers who came over her side to see Preble ("boys" he called them) must have gathered courage and inspiration from the great commander. The flag-ship was too large for effective service against fortifications protected by shoals and uncertain winds, and the blockade was conducted by small ships from America and gunboats procured in Messina from the Sicilian government. From time to time Tripolitan ketches were captured, and fitted out to aid in the service.

Just before Preble's arrival off Tripoli, while in chase of a small vessel at the mouth of the harbor, the Philadelphia had run on the rocks; and as she could not be got off, Captain Bainbridge and his whole crew surrendered. They were prisoners in the castle during the two years of the war, and were in as much danger from their countrymen's guns as was the Turk. The Philadelphia had been floated off and brought into the harbor, where she was being fitted up. All the guns were in place and ready for use, when Captain Bainbridge managed in some way to communicate with Preble, giving information about her, and suggesting that she be destroyed, as she was undoubtedly intended for service against her old flag. The subject was broached to Lieutenant Stephen Decatur, who at once volunteered to go in with his own ship, the Enterprise, and capture her by boarding. The plan was so far modified by Commodore Preble as to substitute for the Enterprise, in this hazardous service, a Tripolitan ketch that Decatur had captured a few days before. The ketch, rechristened the Intrepid, and fitted out specially for the undertaking, was manned by volunteers from Decatur's ship, with some additions from the Constitution. In this wretched boat, rigged for sixteen oars, and hardly larger than a fair-sized sailing yacht, seventy-four men left the fleet, accompanied by the brig Siren under Lieutenant Commandant Stewart, and headed for a passage through the rocks to the inner harbor.

She arrived in sight of the town in the afternoon, and anchored off the entrance

at nightfall; but a sudden and violent gale swept her to the eastward, and both she and the Siren had to ride out at sea the terrific storm that lasted six days and nights. At times it was feared that the Intrepid could not last through it; but the seventh day found both vessels near the harbor, once more in favorable weather. The Siren, well disguised, did not approach within sight of the coast during daylight, but the Intrepid sailed calmly for the port as if on an ordinary trading voyage. Decatur had made all his arrangements to burn the Philadelphia, and then to escape by towing or rowing the Intrepid out of the harbor under cover of the darkness. Every man had his allotted station and task, and as soon as the frigate was taken each was to rush with combustibles to a specified place. The greater part of the crew lay hidden behind the bulwarks, as the ketch drifted slowly down in the half-darkness of a new moon to the anchorage.

It is well to stop a moment to consider what one mistake would have cost them. The Philadelphia had a full crew, all her guns were loaded, and she was surrounded by Tripolitan gunboats. Not one of the Americans could have escaped if the slightest suspicion had been aroused before boarding; yet they went boldly on to within a few feet of the Philadelphia, and saying that the ketch was a Maltese trader that had lost her anchors in the storm, they asked for a line, and begged permission to tie up astern overnight. She lay only forty yards from the port battery, and in the range of every gun. While Decatur coolly sent a boat to make fast to the forechains of the Philadelphia, some of the latter's crew came out with a line from the stern, and assisted them in making fast there also. A few minutes of cautious pulling on the bow-line, then a wild cry of "Americanos!" from the Turks who were looking over the bulwarks, and the Americans were springing up the side in a scramble to see who could be first on the frigate's deck. In a mad panic the crew were either cut down or driven into the sea. Everything worked exactly as Decatur had planned it, and within twenty minutes the ship was ablaze. His men were fairly driven back into their boat by the flames.

The return was even more perilous than the entrance, as all the forts and gunboats had taken the alarm. Their shots were falling around the Intrepid and dashing the spray into the faces of her men, as she swept down the harbor under sixteen long oars. The flames of the Philadelphia, with the roaring of her guns as they went off one by one in the intense heat, the blinding flashes of the Turkish guns, and the uproar in the town made the night one never to be forgotten; a fit ending to what Nelson pronounced "the most bold and daring act of the age." Decatur rejoined Stewart, who was waiting for him outside, and the two set sail for Syracuse.

Nine months later, the little Intrepid left a lasting and melancholy memory in our service by her mysterious and fatal ending. She was fitted as a floating mine, to be carried into the midst of the dey's flotilla, and then blown up. One hundred barrels of powder and one hundred and fifty shells were placed in her, with a train leading to a convenient spot near the stern. Captain Richard Somers and Lieutenant Henry Wadsworth, with a few volunteers, went in her. They had two small boats in tow for the escape after lighting the fuse. As it was part of their plan not to permit themselves or the ship to be taken by the enemy, who were greatly in need of powder, Somers's idea is said to have been to blow her up in case they were boarded before reaching the proposed position. The night was very dark when they put out from the Nautilus and disappeared within the harbor. Three gunboats were hanging about the entrance at the time. To those waiting to pick

up the returning party the suspense was intense, although it lasted only a few minutes. The Turks had taken alarm at something, and were firing in every direction. Suddenly the Intrepid's mast and sail were seen to lift within a sheet of flame, and a frightful concussion shook even the ships of the American fleet outside. The crew of the Nautilus waited in vain for the return of their comrades, but none of them came back. So far as was ever known the Intrepid did no damage, and the cause of the explosion is a mystery to this day.

Amid such scenes as these, varied with hand-to-hand conflicts in the harbor, the Constitution passed two years. In one attack, Decatur fought single-handed with a giant Turk, whom he finally killed by reaching around his body and firing a shot into his back. The ball passed through him, and lodged in Decatur's clothing. It was during this struggle that Decatur's life was saved by a young sailor, who lost his arm by interposing it between his captain and the sword of an assailant. No story has been oftener told to American children.

The incessant activity of Preble seems remarkable when we consider the character of the service, so far from home, and at all times distant from the base of supplies. He traveled thousands of miles in his voyages between Syracuse and Tripoli, with an occasional visit to Tunis for the purpose of overawing the bey, who was not to be trusted. The Constitution bombarded the fortifications three times, and on one occasion, while supporting a general attack on the fleet in the harbor, silenced all the Tripolitan guns. The dey was finally forced into signing a treaty of peace, giving American ships entire freedom of commerce in the Mediterranean; but Preble did not stay to see the end. He was relieved of his command by Commodore Barron, who, on account of sickness, was soon succeeded by Captain Rodgers. The treaty was drawn up in the cabin of the Constitution, under Rodgers's directions. By a demonstration of the whole fleet before Tunis, the bey likewise was frightened into making a treaty.

The importance of this war was twofold: it gave our merchant-ships comparative safety in the Mediterranean, and it formed the nursery in which our naval officers were trained for the more difficult tasks before them. Nearly all the great names of the next war appear in connection with Tripoli. Whatever may be said of England's greatness on the sea at this time, it was America, the new nation of the West, which freed Christendom of its scourge in North Africa.

The Constitution reached New York in the latter part of 1807, and was kept on the home coast until the summer of 1811, in expectation of trouble with England. She made a voyage to Cherbourg, however, to carry over the United States envoy to France, and returned to Washington in the spring of 1812, after having touched at ports in Holland and England. The crew was discharged, and the ship placed for overhauling in the hands of Nathaniel Haraden, her old sailing-master under Preble. Her captain complained that she had fallen off in sailing qualities, and requested that she be hove out for repairing the copper. Mr. Haraden, who knew her thoroughly, at anchor and at sea, not only patched up the copper, but also completely restowed her ballast, leaving about one third of it on shore. The result was magical, and no doubt contributed to her escape from an entire squadron soon after. She dropped down the Potomac in June, with only half her crew and several of the old officers, and, when news of the war came, went to Annapolis to complete her equipment. On July 5 she sailed with a green crew, some of whom had never been to sea, and many of whom had not even been stationed at the guns and sails.

Captain Hull's marvelous power of

organization is exhibited in the adventure which befell him twelve days later. We may call this the first of the great international races outside of New York harbor, with the Constitution as prize. It has become memorable in the navy for the use of the kedge-anchor in the shallow water off the Jersey coast. To this day, if one asks an American tar how Hull escaped from the British in 1812, he will reply, "He kedged."

At two o'clock on the afternoon of July 17, when about forty miles east of Cape May, heading for New York, four sails were discovered to the north. Hull immediately tacked to the northeast, and the squadron, which consisted of the Shannon, the Belvidera, the Africa, and the Æolus, under Commodore Broke of the British navy, gave chase. At four o'clock a fifth sail was made out to windward, bearing northeast in a favorable position to close with the Constitution. This ship was the Guerriere. Fortunately the wind shifted at sunset, which placed the Constitution to windward; but for forty-eight hours there was either a calm or hardly more than enough wind to give steerageway. Hull employed every expedient known to the seaman to get away, except that of throwing his provisions, guns, and boats overboard. He lost nothing but two thousand gallons of water pumped out to lighten the hull. During the calm, both the English and the Americans resorted to towing by means of boats; but as the former had five frigates to draw upon for men, it was only a question of time how the struggle would end. One of the ships drew up uncomfortably close, when Hull and his first lieutenant suddenly conceived the idea of fastening all their spare ropes and cables together and paying them out to an anchor carried half a mile ahead. By pulling on the ropes the American walked mysteriously away from the Englishman, who never afterwards got near enough to throw a shot into the Constitution. The sails were trimmed to take advantage of every catspaw of wind. The men were shifted from one side of the deck to the other, to favor her sailing, and not a man slept in his bunk for nearly three days. All guns were loaded, ready for action, several having been placed to give a fire directly astern. The Shannon, the Belvidera, and the Guerriere opened fire at long range, as fortune of wind and sea brought one or the other within firing distance, but no shot took effect. At one time, during a puff of wind, Captain Hull expected to be overtaken by the Belvidera, so close had she come on the quarter, and he prepared to cripple her, if possible, before her consorts could come up; but it was not to be.

The chase really ended on the evening of the third day, when a heavy rainsquall came up from the south. Hull saw it, and, with the men in readiness, let everything go by the run at the instant it struck. As soon as his ship was obscured by the rain, he quickly shortened sail, and went off on the starboard tack at eleven knots. The English, some miles to leeward, deceived by the apparent confusion on the American ship, let go their sails before the wind struck them, and went off more to leeward on different tacks. One hour later, when the squall had passed, the Constitution was hull down, and too far away for any possibility of capture. The chase was abandoned next morning, when daylight found the American almost out of sight. Nothing in the annals of our navy has ever exhibited more perfect seamanship, ready resource, and constant cheerfulness than this chase, in which our ship was pitted against a whole fleet under some of the best English captains.

Her next cruise was the shortest and most fateful in her long life of one hundred years, and the whole country was soon to resound with her exploits. Our people were thoroughly discouraged over the outlook on land. The war with England was unpopular, and nowhere

more so than in New England, the chief sufferer from the embargo. Yankee ports were filled with Yankee ships complaining bitterly that their trade had been destroyed. Incompetence reigned in the army, and the campaign against Canada had proved a miserable failure. Yet here was a ship going out alone to battle with the greatest navy of the world, at a time when England had reached the very summit of her power on the sea. A large squadron was off the coast, as Hull well knew. It had been thought advisable in Washington to have all naval vessels safely anchored in port and dismantled, in order to prevent the English blockading fleet from getting them. Fortunately, Captains Bainbridge and Stewart, both of whom afterwards commanded the Constitution in successful actions against the British, were able to dissuade the department from this foolish step. Orders were sent, however, to keep the Constitution in Boston; but Hull had already sailed, in anticipation of some such outcome of the controversy. It is said he feared that the blockade might shut him in, or that he might be relieved by Captain Bainbridge, his senior in command; at any rate, he got away on August 2, 1812, just before the orders reached Boston. He stood to eastward around Nova Scotia to the mouth of the St. Lawrence River, and then to the south and east, but made no important capture.

On the morning of the 18th Captain Hull learned from a Salem privateer that a large British frigate had been sighted the day before to the south. The Constitution was accordingly headed in that direction, and at two o'clock on the afternoon of the 19th a strange sail was made out to the east by south, — too far away, however, for any clear indication of her character and nationality. The Constitution was at this time about seven hundred miles due east of Boston, with ample room for the interview which Captain Dacres of the Guerriere — as the ship turned out to be — had desired for months. He had been so eager as to indorse on the register of the ship John Adams, from Liverpool, a letter to the commander of the American squadron, expressing a wish to meet a United States frigate of the same force as the President outside of Sandy Hook "for a tête-à-tête." In Isaac Hull, the man who would rather fight than eat, he found everything that was lively and hearty. Many generations of American boys have gloried over the fight between the Constitution and the Guerriere, and Cooper has drawn a vivid picture of the scene.

Hull ran down before the wind to take a look at the stranger, and found him with his main topsail aback, waiting for the Constitution to come up. Both ships cleared for action, and when the Constitution was still far astern the Guerriere began firing at long range. Only two or three shots were fired in return, and then the American bore down upon the Englishman in silence. Nothing shows more forcibly the perfect discipline of the ship than this hour of waiting, with men standing at quarters and their comrades falling around them. Even Mr. Morris, the first lieutenant, found it hard to restrain his impatience, and he asked to be allowed to fire. Not till the ships were fairly abreast and within pistol-shot of each other was the word finally given. The effect was almost instantaneous as a whole broadside struck the Guerriere, followed quickly by a second staggering blow. Her mizzenmast went overboard, and the Constitution was able to pass around the Guerriere's bow, where she delivered a raking fire which cut away the foremast and much of the rigging. In wearing to return across her bow, the Guerriere's starboard bow fouled the port quarter of the Constitution. It was while in this position that both sides tried to board, and Lieutenant Bush of the marine corps was killed, and Lieutenant Morris was dangerously wounded. Two guns

in the bow of the Guerriere were fired point-blank into the cabin of the Constitution and set fire to the ship. The danger was grave, but the wind and sea swept them clear, and Lieutenant Hoffman put out the fire. As the ships separated, the Guerriere's foremast and mainmast went by the board, leaving her a helpless hulk in the trough of the sea. Captain Dacres's interview was over, having lasted, from the first broadside of the Constitution, just thirty minutes. He was wounded, seventy-nine of his men out of a crew of two hundred and seventy-two were killed and wounded, and not a stick was left standing on his deck. There was no need to haul down the flag; it was gone with the rigging, and Captain Dacres surrendered perforce. The Constitution had lost fourteen men and had sustained comparatively small injury. Within a few hours she was ready for another fight. The Guerriere was so cut to pieces that she could not be taken into port, and Hull burned her. The last act, after removing the prisoners and wounded, gives one a glimpse of the Christianity and chivalry of these two captains who spoke the same tongue and in whose veins flowed the same blood. Captain Hull asked Captain Dacres if there was anything he would like to save from his ship. He said yes, his mother's Bible, which he had carried with him for years. An officer was sent to get it. Thus began a friendship between these enemies which lasted till Hull's death in 1843.

Many stories are told of this fight, which was one of the most dramatic in history, both in its action and in its immediate effects upon the country. In the Guerriere's crew there were ten Americans, who, to the honor and credit of the English, were sent below. One of them, a merchant-ship captain, was standing near Captain Dacres while the Constitution was approaching. The Guerriere was pouring out shot after shot, and broadside after broadside, as the other came like death upon an unsuspecting victim. The silence was appalling, and Captain Dacres asked the American what it could mean. "Do you think she will strike without firing a shot?" As the story goes, the American answered, "No; and if you will permit me, sir, I will join the doctor in the cockpit, where I can be of use in taking care of the wounded." The English captain's reply, "Go, if you wish, but there are not likely to be many wounded," found speedy contradiction. Within a few minutes after the American reached the cockpit, and while he was waiting in agonizing suspense, a terrific roar sounded above the English guns, and the Guerriere staggered under blow after blow. In a few minutes all was silence, and the American, passing a line of wounded, stuck his head up through the hatch to find the Guerriere a hopeless wreck. Tradition has it that in this fight the Constitution obtained her sobriquet "Old Ironsides." When struck by a shot from the Guerriere, the outside planking did not yield, and the shot fell into the sea. One of the seamen shouted, "Huzza! her sides are made of iron!" It is also said that Hull, who was a short, fat man, stooped down to give his first order to fire, and split his breeches from keel to truck.

Upon Captain Hull's arrival in Boston, the news of his victory was received with exultation. It had followed close upon the surrender of Detroit, and was like a bright gleam in the darkness. Our people could now feel that the navy, though small, was not impotent against the greatest sea power of the world, and, ship for ship, we had nothing to fear. Standing by itself, the destruction of the Guerriere amounted to nothing. It was the moral effect which gave it great and lasting importance. The surprise and gloom produced in England by the disaster were equaled only by the inability to explain it. In one English newspa-

per we find this conclusion: "From it the inference may be drawn that a contest with the Americans is more worthy of our arms than was at first sight imagined." The London Times said: "It is not merely that an English frigate has been taken, after what we are free to confess may be called a brave resistance, but that it has been taken by a new enemy, — an enemy unaccustomed to such triumphs, and likely to be rendered confident by them. He must be a weak politician who does not see how important the first triumph is in giving a tone and character to the war."

A dinner, in which men of all political parties united, was given to Hull and his officers at Faneuil Hall on September 5. They marched in procession with a great number of prominent citizens up State Street, in the middle of the afternoon, and sat down to what the Palladium called an "excellent dinner," which must have been interminable, for seventeen toasts were drunk. From these the following are selected as an evidence of the effect of the victory upon "all political parties:" —

"The American Nation — May danger from abroad insure union at home."

"Our Infant Navy — We must nurture the young Hercules in his cradle, if we mean to profit by the labors of his manhood."

"The Victory we Celebrate — An invaluable proof that we are able to defend our rights on the ocean."

"No Entangling Alliance — We have suffered the injuries and insults of despotism with patience, but its friendship is more than we can bear."

The next action in which Old Ironsides engaged followed in less than five months, with a ship practically her equal. The command had been turned over to Captain Bainbridge, who sailed, in company with the Hornet, for the West Indies on October 26. At San Salvador they fell in with an English ship, which they challenged to come out and fight the Hornet. She agreed at first, but delayed so long that Captain Bainbridge finally left the Hornet waiting outside of the harbor, and sailed to the southeast along the coast of Brazil. On December 29, about thirty miles off the coast, two sails were sighted: one a small vessel standing in towards the land, and the other a larger ship, which had headed up, apparently to examine the new arrival. Satisfied that the larger ship was a British frigate, Captain Bainbridge headed offshore to get more sea-room. The fight between the Constitution and the Java then began, with the latter in chase, — just the reverse of the action with the Guerriere. The firing opened with broadsides from both ships, the Java being on the port quarter of the Constitution and about a mile to windward. As the English frigate was the faster sailer in the light wind which prevailed, she constantly overreached the Constitution, so that there was much manœuvring to avoid being raked. The battle lasted a little over two hours, and both sides displayed splendid seamanship, but the end found the Java dismasted and helpless. As usual, the American gunnery had been vastly superior to that of the English, although the Constitution's rigging was so badly cut up that she returned to the United States for repairs. Captain Bainbridge did not consider it practicable to get the Java home, and he accordingly burned her. Lieutenant Hoffman, who set fire to her, had performed the like duty for the Guerriere. After a few days near San Salvador with the Hornet, whose intended victim had not yet come out, the Constitution laid her course for Boston, which she reached February 27, 1813, bearing the news of her own victory. She and her crew were received with the wildest enthusiasm, and the town turned out to do honor to the victors. What was better than all to Jack Tar, he received his prize-money for two ships captured within four and a half months.

After extensive repairs, under the direction of Captain Charles Stewart, who went in command of her, Old Ironsides got to sea again on January 1, 1814, for a cruise towards the Barbadoes. She captured a few small prizes and attempted to overhaul a British frigate, and was herself chased into the harbor of Marblehead on April 3 by two frigates on the blockade of the New England coast. Captain Stewart had to throw overboard a quantity of old rigging, provisions, and other heavy articles, to escape. He moved down to Boston shortly afterwards, where the ship remained until December.

Her last cruise during the war began on December 17, 1814, with a long reach to the Bay of Biscay by way of the Bermudas and the Madeiras. The morning of February 20, 1815, off the coast of Morocco, opened with a light mist over the sea and a variable wind. At one o'clock in the afternoon a sail hove in sight, followed within an hour by a second. They proved to be the British ships Cyane and Levant, carrying in all fifty-five guns, firing a broadside weighing 754 pounds against the Constitution's 654. The Constitution made all sail to overhaul them, and opened fire on the Cyane, the sternmost ship, at four minutes past six. By fine manœuvring and rapid handling of guns she played havoc with both English ships without permitting herself to be raked. At one time, when she had forged ahead enough to fire into the Levant, the Cyane attempted to pass astern of her to rake; but Captain Stewart braced the yards flat to the masts and literally backed through the smoke to a position alongside of the Cyane, into which he poured a withering fire. The Cyane surrendered at ten minutes to seven, and left the Constitution free to pursue the Levant. The prisoners were first removed and damages were repaired, so that it was two hours before the action began again. The Levant surrendered at ten o'clock. This whole action, covering about four hours, was fought by moonlight, and exhibits the wonderful agility of the Constitution under sail. Captain Stewart's seamanship enabled him to manage two ships without suffering materially himself. The smoke from the guns obscured much of the movement. The British ships lost seventy-seven in killed and wounded, and the Constitution fourteen.

The next day Captain Stewart made sail for Port Praya, Cape Verde Islands, the nearest neutral port, where he arrived with his two prizes seventeen days later. The discipline and readiness of the American sailors are again well demonstrated by an occurrence on the very day after anchoring, when three frigates appeared in the offing. Not knowing what they were, and feeling sure that English ships would not respect the neutrality of the port, Captain Stewart made sail to get out of the harbor before the strangers came in. Within seven minutes after the first alarm his ships were all under weigh, standing out to sea. Thus began another of those lucky escapes for which the Constitution had become as famous as for her victories. She and her two prizes hugged the north shore of the island close hauled on the port tack, with the English squadron following and almost within gunshot. In fact, they tried firing at long range. While the Constitution easily held her own to windward, her antagonists weathered the Cyane and Levant. Hoping to divide their forces, Captain Stewart signaled to the Cyane to tack to the northwest, which she did, and in this way escaped. She reached New York without further incident. The same manœuvre was tried with the Levant, but the whole English squadron immediately turned in pursuit, and left the Constitution to sail away. She landed her prisoners at Maranham and sailed for Porto Rico, where the news of peace reached her. Her last cruise during the war ended at New York on May 17, 1815.

In the meantime, the Levant, finding escape impossible, had put into her anchorage at Port Praya, and was there retaken by the British ships, whose officers learned to their chagrin that it was the Constitution which had been thus deserted in order to retake an English prize.

The subsequent career of Old Ironsides is soon told. Her period of intense activity had passed, and she had won eternal fame by three great victories and three wonderful escapes. After six years of rest she was to carry her country's flag to distant ports for the protection of American merchant-ships in peaceful pursuits, until superseded by the new agent, which was even then beginning to change the construction of ships and to render them independent of wind and wave. Between the years 1821 and 1838 she made two long cruises to the Mediterranean, for the purpose of holding the piratical states on the southern shore to their treaties. The really critical point in her life arrived in 1828, during a prolonged stay in Boston, when the Secretary of the Navy came near accomplishing what no enemy had ever succeeded in doing, — forcing her to strike her flag. He recommended to the navy commissioners that she be broken up, as the cost of repairing her hull promised to equal her original cost. The popular clamor aroused by the publication of this decision resulted in the saving of the frigate. Oliver Wendell Holmes's poem, Old Ironsides, dashed off in the heat of indignation, did much to create an irresistible public sentiment. It was published in every newspaper through the land, and circulated in handbills at Washington.

> "Ay, tear her tattered ensign down!
> Long has it waved on high,
> And many an eye has danced to see
> That banner in the sky."

The necessary money was appropriated, and the ship was practically rebuilt at Boston without alteration of model or plan.

No sooner had the excitement subsided than she was plunged once more into a discussion more bitter than ever. There had been no difference of opinion about breaking her up, but there was a very rancorous difference about the propriety of Andrew Jackson as a figure-head. The commandant of the Navy Yard, thinking to please the President and his admirers, had procured a finely carved statue of him, and had placed it under the bowsprit. It raised a great storm of indignation in Boston, and Commodore Elliott put a guard over the ship to protect her against threatened attack. On a dark night, however, during a heavy rain, Samuel Dewey crossed the Charles in a small boat, and, within sight of a sentry posted near by, sawed off the head, which he brought away as a trophy of his exploit. He subsequently carried it to Washington. A new figure-head of Jackson, put on immediately afterwards, remained until 1876.

From 1838 to 1855 the ship was successively in the Atlantic, the Asiatic, the Mediterranean, and the African squadrons, with occasional visits to home ports for repairs. Her commander in China was Captain John Percival, who, as a boy of seventeen before the mast, had been impressed by the English from an American merchant-ship. By his intelligence and energy Percival rose in the English service, and was captain of the foretop on Nelson's flag-ship at Trafalgar. As the Constitution went out to China by the way of Cape Horn, and returned through the India seas, her voyage extended completely around the globe. Her cruising days may be said to have ended with her return to Portsmouth, N. H., in 1855, where she lay housed over until the outbreak of the rebellion, when she was taken to Annapolis. Once more she made one of her miraculous escapes. She was nearly defenseless, and the opportune arrival of

the Eighth Massachusetts Regiment, under General Butler, saved her from falling into the hands of the Confederates. Her moorings were slipped, and she was towed over the bar by a steamer seized from Confederate owners. A tug from Havre de Grace carried her to New York, whence she was taken to Newport as a school-ship for the Naval Academy. In 1871 she was moved to Philadelphia, and there rebuilt for the Exposition of 1876. She made a voyage to Havre in 1878 for the purpose of transporting goods to the Paris Exposition, and her return early in 1879 was, as usual, full of incident. With a cargo of goods on board she ran aground at Ballard's Point, England, only a few hours out from Havre, and had to be taken to an English dock-yard for examination. A few days later, when clear of the Channel, her rudder-head was wrenched off, and she put into Lisbon for repairs. The voyage to New York ended on May 24, 1879. After use for a short time as a training-vessel for naval apprentices, she was taken to Portsmouth, N. H., where she remained, housed over as a receiving-ship, until she was brought to Boston on September 18, 1897. Frequent rebuilding and renewal of parts have changed her hull much as the human body is said to change with time, though the keel and floor timbers are those which thrilled with the shock of the old guns, and floated under Preble, Hull, Bainbridge, Stewart, and a host of other gallant seamen. The model has been carefully preserved.

In reckoning up the services of the Constitution, it is well to consider the condition of the country during the period of her greatest activity. When she was built, the nation was only a handful of scattered colonies, without experience in wielding the instrument of government framed with infinite pains by our forefathers to foster and strengthen common interests and common action. There were no railroads or telegraph wires to bind us closer together, and to bring our States within easy reach of one another. Any measure by the chief executive and legislative powers which affected adversely the commerce of a section was certain to be followed by talk and threats of separation. We had no background of history to draw upon as a reserve force in national crises. If the war of 1812 was the second war of independence, it was likewise the first for the Union. It was thought by many to be unnecessary, but it changed us from provincials to citizens of one great country, and it taught us something about the relation of the separate States to the central government in the organization for war, and thus strengthened the North to withstand the shock of fifty years later. During the first eight years of our existence as a nation we had no navy, and we could not be taken seriously even by the countries with which hundreds of our ships traded. The merchant-ships were prey to any armed vessel which chose to take out of them either men or money. The spectacle of a frigate loaded down with a valuable cargo of merchandise and dollars, and sent as a present to the dey of Algiers to purchase a peaceful trade in the Mediterranean, is the most humiliating in our whole history. The manning of such a vessel by former American slaves of Algiers was the last touch required to complete the picture. Until we had proven our ability to strike hard blows, we were scarcely better off with the European powers. Our rights as neutrals were totally disregarded, and American seamen were taken out of our merchant-ships, and even our war-ships, to a slavery different only in kind from that in the Barbary States.

As the flag-ship of a squadron which effectually broke up the system of tribute to a nest of pirates, the Constitution will forever deserve our gratitude; and as the chief actor in a war which united the country in the maintenance

of its rights as a neutral power and of the immunity of its sailors from capture on the high seas, she must be handed down in bodily presence to our children. Let us take the words of a foreigner for an unprejudiced view of our position in naval matters. An accomplished French admiral writes as follows: "When the American Congress declared war on England in 1812, it seemed as if this unequal conflict would crush her navy in the act of being born; instead, it but fertilized the germ. . . . The English covered the ocean with their cruisers when this unknown navy, composed of six frigates and a few small craft hitherto hardly numbered, dared to establish its cruisers at the mouth of the Channel, in the very centre of the British power. But already the Constitution had captured the Guerriere and the Java, the United States had made a prize of the Macedonian, the Wasp of the Frolic, and the Hornet of the Peacock. The honor of the new flag was established."

It is small wonder we exulted, perhaps too extravagantly, over Hull's victory. May we not say that this triumph so early in the war exerted a strong influence in turning the common people of Massachusetts against the wild talk of separation? The Boston Centinel, which had condemned the war most unsparingly, heartily rejoiced in the achievements "which placed our gallant officers and hardy tars on the very pinnacle of the high hill of honor, and which established the necessity and utility of a navy." "This honor and usefulness must thunder in the ears of the navy-haters in high places. Give us a navy." This ship, launched from a Boston shipyard, commanded by a Yankee sailor, and flying the stars and stripes, had brought home as a trophy the standard of the invincible navy. The charm was broken, and other victories on the sea followed fast, to prove to the world the existence of an independent nation on this side of the Atlantic. If the first triumph had given a "tone and character to the war," the Constitution had done more: she had given tone and character to the nation for all time. Although the treaty at the close of the war of 1812 left us very much where we were before, the actual result was to give us standing before the world and complete freedom on the sea. The English have ever been a brave and chivalrous people, but their respect and consideration have been measured largely by the power of a nation to strike back. Our forefathers' children on both sides of the water have met in friendship and mutual good feeling on the deck of Old Ironsides many times since 1815.

The old ship cannot be dismissed without some reference to her successor in the annals of our history after sails had lost their importance. The Constitution and the Monitor have certain curious points of resemblance and of difference. Both were departures in type from what had gone before, and both wrought great changes in the construction of war-vessels for the navies of Europe. One stands to-day as the most beautiful example of the old sailing frigate; the other was but the crude beginning of the modern battle-ship. Both gained their victories over people of the same race and blood and the same maritime traditions. The Constitution went boldly out from Boston in the face of tremendous odds, and the Monitor left New York as a forlorn hope. It is strange that both should have sailed just before a change of orders could reach them. One is almost persuaded to see in this the hand of a good Providence which favored our country.

The most important effect of victory in both conflicts was a moral one: in the first case putting heart into the nation, and in the second infusing hope and courage into the North. Washington took a deep interest in the construction of the Constitution, and Lincoln's favorable opinion secured the trial of the Mon-

itor. Both ships have served in the fulfillment of our destiny as a great and united nation.

Monuments in wood were thought by the Greeks to be fitting memorials of strife between people of the same blood. The Constitution still survives, — a hull which has renewed itself with every generation as our most precious memorial of the nation's glory. Let those who fear the temptations of a growing navy contrast our foreign relations before the coming of the Constitution and our present position in the family of nations. The lack of ships then carried us swiftly into war, as the possession of them now will form the surest pledge of peace.

Ira N. Hollis.

FAIR ENGLAND.

WHITE England shouldering from the sea,
  Green England in thy rainy veil,
Old island-nest of Liberty
  And loveliest Song, all hail!

God guard thee long from scath and grief!
  Not any wish of ours would mar
One richly glooming ivy-leaf,
  One rosy daisy-star.

What! phantoms are we, spectre-thin,
  Unfathered, out of nothing born?
Did Being in this world begin
  With blaze of yestermorn?

Nay! sacred Life, a scarlet thread,
  Through lost unnumbered lives has run;
No strength can tear us from the dead;
  The sire is in the son.

Nay! through the years God's purpose glides,
  And links in sequence deed with deed;
Hoar Time along his chaplet slides
  Bead after jewel-bead.

O brother, breathing English air!
  If both be just, if both be free,
A lordlier heritage we share
  Than any earth can be:

If hearts be high, if hands be pure,
  A bond unseen shall bind us still, —
The only bond that can endure,
  Being welded with God's will!

1797. 1897.

The Governor

requests the honor of your presence

at the Exercises to be held at the

Old South Meeting House,

on Thursday afternoon, October the twenty-first,

eighteen hundred and ninety-seven,

at one o'clock,

in Celebration of the

One Hundredth Anniversary

of the

Launching of the Constitution.

CONSTITUTION DAY PROGRAMME.

AT THE OLD SOUTH.

1 P.M.—Exercises appropriate to the patriotic significance of the day.
Prayer by the chaplain.
Address by Gov. Wolcott.
Address by Secretary Long.
Music.
Address by Mayor Quincy.
Reading, Old Ironsides, Prof. J. W. Churchill.
Music.
Address by Senator Lodge.
"America."

THE PARADE.

2 p.m. The parade is expected to move promptly at 2 p.m., Chief Marshal Carter in command.

The chief marshal has issued this general order covering the assembling of the various organizations which will parade:—

"The staff of the chief marshal will be: Col. F. G. King, adjutant general and chief of staff; Col. F. W. Wellington, Col. R. H. Morgan, Col. Gordon Dexter, Col. H. E. Converse, Col. J. P. Bradley, Col. F. L. Locke, Col. J. A. Frye, Col. J. T. Soutter, Col. R. D. Sears, Lieut. H. N. Sweet, Lieut. H. F. Fuller, aides-de-camp. They will report to Col. King at corner of State st. and Atlantic ave. at 1.30 o'clock p.m.

"All organizations will be in line and report their arrival to Col. King not later than 1.45 p.m. and will assemble as follows:

"The U. S. naval brigade on Atlantic ave., the right of the line resting at corner of State st., and extending south on Atlantic ave.

"The naval brigade, M. V. M., on Atlantic ave., the right of the line resting at Pearson's wharf, and extending south on Atlantic ave.

"The Kearsarge Naval Veteran Association on Atlantic ave., the right of the line resting at 476 Atlantic ave., and extending south on Atlantic ave.

"The survivors of the 8th regiment, Mass. volunteers, who manned the U. S. frigate Constitution on her removal from Annapolis, Md., to New York, in 1861, will move into column at the Old South meeting house, taking position on the left of the Kearsarge Naval Veteran Association.

"The formation of all organizations to be in double rank. Companies to be 16 files front, with two guides.

" 'Attention' will be sounded at 1:45 p.m., and the call will be immediately taken up by buglers of each organization. The line will be inspected by the chief marshal previously to forming column. The column will move promptly at 2 o'clock p.m. over the following route:—

"State st. to Devonshire, Summer, Washington, Hanover, Fleet, Atlantic ave., Commercial, passing Constitution wharf, where the U. S. frigate Constitution was launched, Charles river bridge, Chelsea st., Wapping st. to navy yard.

"The column will move in this order:—

FORMATION OF THE LINE.

Platoon of mounted police.
Chief marshal, Brig.-Gen. J. L. Carter.
Chief marshal's staff.
U. S. Naval Brigade.
Chief of brigade, Capt. F. J. Higginson of the U. S. battleship Massachusetts.
Brigade adjutant Lieut. T. M. Potts and brigade staff.
Marines.
1st battalion, Maj. R. L. Meade commanding.
Carriages containing His Excellency Gov. Wolcott, staff, and invited guests (to enter the column at the Old South Meeting House.)
Seamen's organizations.
2d battalion, Lieut. Commander Delehanty of the U. S. battleship Texas commanding.
3d battalion, Lieut. Commander Rodgers of the U. S. battleship Iowa commanding.
4th battalion, Lieut. Commander Schroeder of the U. S. battleship Massachusetts commanding.
5th battalion, Lieut. Commander W. P. Potter of the U. S. flagship New York commanding.
6th battalion, Lieut. Henry McCrea of the U. S. S. Brooklyn commanding.
Naval Brigade, Massachusetts volunteer militia, Capt. J. W. Weeks commanding.
Kearsarge Naval Veteran association.
Survivors of the 8th regiment, Massachusetts volunteers.
Mounted police.

6. The parade will be reviewed by His Excellency Gov. Wolcott at the Charlestown navy yard, after which the organizations will be dismissed at that point.

SQUADRON ORDERS.

In squadron special orders issued by Admiral Sicard yesterday, the order in which the 900 men from the warships was announced to be this:—

1. Chief marshal, Capt. F. J. Higginson, and staff: Paymaster T. S. Thompson comissary, Surgeon W. S. Dixon medical officer, Lieut. Harry Phelps quartermaster, Lieut. H. M. Witzel ordinance officer, naval cadet Mustin, naval cadet Jones aids.
2. First battalion, marines, with flagship's band.
3. Drum corps.
4. Second battalion, Texas.
5. Third battalion (colors), Iowa.
6. Band.
7. Fourth battalion, Massachusetts.
8. Fifth battalion, New York.
9. Sixth battalion, Brooklyn.
10. Band.

Marching salutes are ordered as the colmun passes Constitution Wharf, and the frigate Constitution off the navy yard. The battalions will also salute the governor as he enters the line, and also at the reviewing stand at the navy yard.

ON BOARD THE CONSTITUTION.

sent, and will go on board the Constitution,s along the ranks of men standing at pre-

After the review the governor will pas accompanied by the admiral and their respective staffs, as well as the more prominent guests of the governor. Here a short reception will be held, which will terminate the official programme.

A gangway has been cut in the rail of the Constitution, well aft, to afford an exit for the crowd that is expected to go on board to shake hands with the governor and Admiral Sicard.

The spar deck of the old frigate has been draped with bunting. Several boxes of signal flags, sent on from the Brooklyn navy yard, were used. All the flags in the code were used, and the effect is a rainbow decoration which converts the rather bare spar deck into a place of beauty.

Behind the wheel, depending from the bridge, is the church pennant, a slender cross in blue on a white ground, which makes a very striking effect. His excellency will stand near the wheel, with this pennant behind him.

THE EVENING ILLUMINATION.

The warships in the harbor will be illuminated Thursday evening. All the ships will show strings of electric lights, outlining their hulls and tophamper.

The scheme of lighting differs. That on the Massachusetts will probably be the most elaborate, she being the state ship, and lying in the best anchorage for making an effective display.

One very striking feature of the illumination will be the concentration of the powerful electric search lights on the Massachusetts on the stars and stripes flying from her military top. This sight will be well worth going to the water front to see.

AT THE OLD SOUTH.

"Old Ironsides'" day started in rainy and cold, and the outlook for an enthusiastic celebration of the anniversary of her launching was not encouraging, but the rain ceased during the oratory in the Old South Meeting House, and the parade in the middle of the afternoon was a beautiful and inspiring spectacle.

The schools closed at noon, when the cold drizzle was petering out, and few mothers kept their children at home during the afternoon on account of fear of a wetting and a cold. The rising generation swarmed along the sidewalks, enjoying the parade hugely, and imbibing patriotism by a sight of the glorious old frigate at the navy yard.

The central figure of the exercises in the church, where Gov. Wolcott, Assistant Secretary of the Navy Roosevelt, Senator Lodge and Mayor Quincy made addresses, was Maj. William H. Garland, the sole survivor of the Constitution-Guerriere battle, and probably the only survivor of the navy of 1812. He was born and raised in Virginia, and was a powder boy on the frigate. He came from his home in Hampton, although 95 years old, to hear the glorious story.

A poem written by him was read in the church, and his appearance on the platform to make a brief speech was the occasion for a great demonstration. Gov. Wolcott said to him: "You have made us all your debtors."

The sailors and marines from the north Atlantic squadron, the Massachusetts naval brigade and the Kearsarge Veterans made the parade a beautiful sight. Sidewalks and windows along the route of the procession were jammed with interested, applauding spectators. There were plenty of brass bands, and the air was vibrant with melody.

A wooden stand had been erected in the navy yard, and there Gov. Wolcott reviewed the marchers. Following the review came a reception by the Governor aboard the Constitution. There was a crush of people, and only a comparatively small portion of the throng succeeded in getting aboard.

In the evening two of the warships were illuminated, and school children marched through the North end.

Congressman Fitzgerald, Senator Roe, Gen. Carter and the others who promoted and encouraged the celebration were well pleased at the close of the day. The crowds and the enthusiasm were fully up to expectations.

EXERCISES IN THE OLD SOUTH.

Distinguished Men Present, Both as Participants and as Spectators.

The literary exercises incident to the celebration of the 100th anniversary of the launching of the Constitution was held in the Old South Meeting House at 1 P. M. A large and distinguished audience was present.

An interesting feature of the occasion was the presence of Maj. William H. Garland, a venerable and decrepit old man, who was a powder boy on board the Constitution during her fight with the Guerriere. Maj. Garland made a short speech, and some verses composed by him in honor of the ship were read by Prof. Churchill. The appearance of the veteran inspired great enthusiasm.

The speakers were Gov. Wolcott, Theodore Roosevelt, Mayor Quincy and Senator Lodge. The Hon. John D. Long was unable to be present. Senator Lodge's oration will be found in another part of this paper.

Among those present were the following:

Admiral Sicard, Commander West, Gen. Dalton, Capt. Casey, Gen. Blood, Lieut-Gov. Crane, Admiral Belknap, Congressman Barrett, J. W. Churchill, Councillor Ryder, Gen. Appleton, Congressman Simpkins, Capt. Sampson, Gen. Guild, Congressman Fitzgerald, Capt. Philip, Speaker Bates, Col. Capelle, Congressman Barrows, Senator Roe, Capt. Cook, Col. Morgan, Commander (Lieutenant) Lyon, Commander Eaton, Councillor Lovell, Col. Robins, Collector Warren, Chief Engineer Burnap, Councillor Towne, Col. Sohier, Postmaster Thomas, Medical Inspector Drennan, Councillor Norwood, Col. J. B. Billings, Assistant Treasurer O'Neil, Pay Inspector Burtis, Councillor Joslin, Col. Jewett, Councillor Shaw, Capt. Wallach, Lieut. Marsh, Col. Stevens, Councillor Benton, Sergeant-at-Arms Adams, Bainbridge, Secretary Olin, Treasurer Shaw, Auditor Kimball, Atty.-Gen. Knowlton, Councillor Allen, Secretary Perkins, Secretary Mullen, Alderman Dyar, President of the Common Council Joseph Conry.

These representatives of foreign governments were present: E. Sumner Mansfield, consul of Belgium; Viscount de Valle da Costa, consul of Portugal; Gustave Preston, consul of Ecuador; Dr. R. Brindisi, consul of Italy; Duncan Barily Blanchard, consul of France; Gorham D. Gilman, consul of Hawaii; D. T. Timayenis, consul of Greece.

Mrs. Wolcott and children occupied the front seat at the right of the stage.

In the audience were also noticed: Henry Parkman, Henry D. Coolidge, Dr. Harlow of Woburn, the Hon. John H. Sullivan, Gas Commissioner Gifford, Thomas J. Gargan, George G. Crocker, Col. Charles H. Dalton, Willard Howland, S. Stillman Blanchard, Desmond Fitzgerald, Senators Roberts and Towle, Gen. W. W. Blackmar, Col. E. C. Benton.

The ushers, under the direction of Gen. Guild, were the members of the 1st and 2d brigade staffs: Dr. Marion, Capt. Chase, Col. Kenny, Capt. Dewey, Capt. Bangs, Capt. Rantoul, Capt. Barnes. Gen. Bancroft assisted Gen. Guild.

Gov. Wolcott called the gathering to order and introduced the Rev. Dr. Dowse, chaplain of the state Senate, to invoke the divine blessing.

GOV. ROGER WOLCOTT.

Gov. Wolcott then delivered the following address:

This is a memorable day. With profound gratification the commonwealth of Massachusetts welcomes back to her old moorings the most famous vessel of the navy of the United States. With decorations and banners, with the roaring of cannon and the acclaim of her people, the commonwealth commemorates the 100th anniversary of the launching in her own waters of the frigate, now old and dismantled, which won imperishable glory for American seamanship. The story of her matchless series of victories will be rehearsed to you in detail by the eloquent junior senator of Massachusetts, whose historical studies have taught him that both on sea and land American valor has furnished examples of heroism unsurpassed by aught that poet or historian can tell of other lands. It is well that this story should be told to American youth, that they may know of how great a heritage of renown they are the trustees to preserve it unimpaired for the generations that are to come.

Built at yonder wharf which bears her name, the oak and cedar and pine of which her hull was constructed furnished by Carolina and Massachusetts, her copper sheathing and bolts made by Paul Revere, skillful mechanic and ardent patriot, her armament the heaviest which could then be produced, the Constitution one hundred years ago today slid into the waves which she was to ride in victory, crimsoned with the blood of gallant seamen, friend and foe. As officers and sailors the sons of Massachusetts trod her deck and shared her fame. It is therefore to the waters of her home port that the old frigate now returns, like a spent warrior to the place of his birth, his fighting days gone by, but every scar on his breast and every dent in his armor telling its tale of valor and of victory.

Old Ironsides won her victories not alone because her armament was heavier than that of any other frigate of her day, nor because the lines of her hull and her sail-plan enabled her to outsail the line of battleships of the enemy, but because she was handled with consummate seamanship, was fought with an accuracy of gunnery that was unequaled, and was manned from the quarterdeck to the forecastle, with a crew inspired by that heroic determination and ardor that reck not of death when glory is the prize. It was not with the dull abedience of disciplined hirelings, but with the quick energy and burning zeal of patriots that her sails were handled and her guns trained.

The building of the Constitution marked an epoch in naval architecture, as did that of the Monitor, whose heroic commander has died this week rich in the gratitude of his countrymen, or the construction of the great modern war vessels, whose presence in our harbor serves to emphasize the mighty progress of a century in mechanical skill and invention.

In the War of the Rebellion the old frigate was saved from threatened capture, at the hands of no foreign foe, by the prompt action of a detail from a Massachusetts regiment, and some of the men who saved her from this ignoble peril are here today.

On the 21st of October, 1805, on the morning of Trafalgar, the day that won him immortal renown and sepulture in Westminster Abbey, Lord Nelson ran up on his flagship, the Victory, the signals that bore to the ships of his fleet the message, "England expects every man to do his duty."

In like manner America, as she gazes with admiration upon these mighty engines of potential destruction which constitute her new navy, never to be used, pray God, in unjust aggression—as she notes the perfection of their mechanism, their massive armor and the blasting power of their broadsides, is not likely to forget that they will prove formidable only through the skill and valor of the men to whom they are intrusted; and as she repeats the words "Come peace or war, come victory or temporary defeat, America expects every man to do his duty"—the memories of the Constitution, the Monitor, the Hartford and the Kearsarge crowd upon her mind and she knows well that her confident expectation is not misplaced.

We owe the presence of the Constitution in our harbor today to the courteous act of the Government. In the absence of our esteemed Secretary of the Navy, the Assistant Secretary of the Navy is with us today, a man who is sure of a great welcome here.

Hon. Theodore Roosevelt.

Hon. Theodore Roosevelt was received with great applause. He made a characteristically forcible address. He said:

Massachusetts' share in our national heritage of glorious memories has ever been great; and it is fitting that the most famous ship in our navy—the ship which has seen a century of honorable peace and yet more honorable war—should be connected by peculiar ties with Massachusetts, and yet should by her very name emphasize the fact that the golden renown of her glory belongs to the whole Union. For every feat of lofty courage or iron endurance done or suffered by any American is from that moment part of the imperishable stock of memories and traditions of all Americans, whether they live on the Atlantic or th Pacific, in sight of the ocean surf or hundreds of leagues from any navigable water.

The moment of the Constitution's launching was the moment of the birth of our navy as we now know it; and the lessons taught, both as to what we should follow and what we should avoid, by our naval policy of that day can be pondered with profit now. It is true that the art of shipbuilding has not merely advanced, but been revolutionized; for the gulf which divided the white-winged fleets of Nelson and Collingwood from the galleys with which Pharnahazus and Hanno fought for the control of the Mediterranean two thousand years before, was no deeper than that which sunders the war vessels as they were when the keel of the Constitution first furrowed the broad Atlantic, from the grim monsters of steam and of iron with which those who go down to the sea in ships now make ready to do battle for the mastery of the ocean. But the old, eternal truths remain, and victory in the future will come, as it has always come in the past, to those who not only show courage and skill in the actual shock of conflict, but also cool and wise forethought in making ready for that conflict far in advance.

It was 15 years after the Constitution and her sister ships were launched before they humbled the proud flag that for centuries had brooked no rival on the broad or the narrow seas. During

those years there were plenty of timid men who advised against not merely using, but even having a navy, on the ground that to have it would tend to encourage us to use it. There were plenty of short-sighted people who called themselves "practical," because they were too foolish to look a possible danger straight in the face, and too wedded to merely material prosperity to care greatly for the nation's honor, and who objected to building up the navy because, forsooth, of the "expense," instead of recognizing in it the cheapest kind of insurance as well as the surest safeguard of our interests; and, finally, there were those most objectionable of all, the men who were ever ready to bluster, but were never willing to prepare the means to make good their threats, who were continually boasting that they were anxious to go to war with anybody, but who invariably refused to vote a dollar to repair an old ship or build a new one—and there is no policy fraught with greater possibilities of shame to the nation than this policy of bluster going hand in hand with refusal to make ready for possible trouble.

It was under a Massachusetts President that our navy was begun a hundred years ago. It is a Massachusetts Secretary of the Navy who is now carrying out with single-minded devotion to the public good, the policy of the elder and the younger Adams. The friends of our sea power have always had their chief stronghold in Massachusetts; and now, the veteran warship, the most famous vessel that has ever carried the American flag to victory, the frigate which four times made the brave and able seamen of the mighty mistress of the ocean drain the bitter cup of defeat, is returned to the port where she was built, to the State so many of whose sons have commanded and manned her in the days of her stormy pride. It was because we had the Constitution and her sister cruisers that we were able to come with credit and increase of national renown out of the War of 1812, and it was because of the folly which stopped the upbuilding of the navy begun under the first President from Massachusetts, the folly which denied us a fleet of battleships, each as fine of its class as the Constitution was among cruisers, that the same war came so near ending in the greatest national disaster.

It is good to keep in mind the memory of the men who, at the beginning of the present century, won undying honor for their country by the way they handled and fought these ships, and of the other men whose wise forethought gave us the ships with which to fight; it is less pleasant, but no less useful, to remember the harm that came to the country, because, after these first ships were built, the counsels of short-sightedness and of an unwise economy prevailed, and progress was stopped when the navy was just begun.

Stirring Scene.

Then followed a tremendously effective scene. It will never be forgotten.

It brought the audience up to an almost frenzied pitch of enthusiasm.

Said Gov. Wolcott: "I want you to arise and greet this venerable man, Maj. William H. Garland, who was a powder boy on the Constitution when she met the Guerriere.

All arose. By means of crutches the audience saw a small, white-bearded man, hobbling toward the stage. He was assisted by Gen. Curtis Guild. For several moments the audience saw and reflected. Gov. Wolcott noted the effect. Waving his arms—he, too, had caught the spirit—he called for three lusty cheers. These were given as they were never given before in the Old South Church. The scene was a thrilling one. The old man stood beside the Governor and bowed continually. His face lighted up with the joy which was his. He wore a black skull cap. His breast was covered with medals. Surely he looked like a venerable patriarch—looked every inch like a man who had seen and conquered.

Mayor Quincy.

Mayor Quincy's address was as follows:

Your Excellency, Ladies and Gentlemen:

The part which the city takes in these exercises, held under the auspices of the Commonwealth, is but a secondary one, and only a few words are required from her representative. As one of the municipalities which together constitute the State, Boston is always willing that it should be understood that the Governor speaks for her upon occasions of this character, and that she joins in the sentiments which find expression through him. In the absence of official action on the part of the Commonwealth, Boston was ready to observe, in such manner as might have been within her power, the interesting anniversary which brings us together today; but with His Excellency the Governor in the chair, and with an historical address to follow from one of the Senators representing the Commonwealth in Congress, I need only express the satisfaction with which the city joins in these observances.

The old ship Constitution has come to this city, her birthplace, to celebrate her one hundredth birthday. The town of Boston, having then but a population of 25,000, saw her launched in 1797, and later celebrated her return from victorious engagements at sea; the city of Boston, containing now half a million people, gladly joins with the Commonwealth in welcoming her back, on the completion of her centennial. As our fathers greeted in the past the heroic officers and men who in time of war had won immortal glory for a Boston-built ship, so we join today in welcoming to these exercises the officers of the navy of the United States, whose presence with their ships adds so much to the interest of this anniversary. We greet them as worthy successors in these times of peace of the naval heroes of our past history—able to acquit themselves as well under the far different conditions of modern naval warfare, if the supreme test of battle should ever come.

A greater contrast than that which is presented between the old frigate Constitution and the modern battleship which now lies near her in our harbor could hardly be imagined; types of the old and of the new, they tell more eloquently than any language the story of a century of progress in naval development; but though every condition of warfare on the sea has changed, the human factor remains of as great importance as ever. Indeed, the more intricate naval mechanism becomes, the greater is the need of unfaltering courage, of clear intelligence, of unerring judgment on the part of officers and

men. The naval contests of the future, like those of the early part of the century, will be determined as much by men as by ships; and while the old days of boarding and of hand-to-hand fighting upon the decks have gone forever, our country looks none the less to the naval officers of today for those qualities of character which won such immortal glory for American arms upon the seas in the Revolution and in the War of 1812.

But let us not forget that it has been the wonderful progress of this country in the arts of peace which has enabled us to build and equip the mighty engines of modern warfare which we now possess. As it has been our career of peace, unbroken now for half a century, save by our great civil struggle, which has given us the material resources which place our nation in the front rank, so the greatest and most important task of the new navy is the preservation of that peace. May it ever serve as the strong right arm of our national defence—not as a temptation to aggression, or as an instrument for conquest.

Holmes's Poem Read.

Prof. Churchill, Professor of Elocution at Phillips Andover Academy, read "Old Ironsides," a poem written by Oliver Wendell Holmes in his 82d year.

Maj. Garland Speaks.

Maj. Garland was then introduced. He said:

Ladies and Gentlemen, Citizens of my Country—I feel proud that I have seen this day; that I have been permitted to meet you here and glory in the triumphs of my old ship, Ironsides, the frigate Constitution. (Great applause.) Of course, I never expected to live to see this day, but God, in His wonderful mercy and goodness, has permitted me so to live and see it. While lying upon my bed in the Methodist Episcopal Hospital in Brooklyn, N. Y., after undergoing a very delicate and dangerous surgical operation by two very eminent surgeons, who are present here today, I believe, meditating on my youthful days, on the days that I served as a powder boy on gun No. 10, I composed these few lines, an apostrophe to the Constitution, never thinking, perhaps, I would have the great honor of addressing you and having them read in your presence.

Prof. Churchill: Ladies and Gentlemen—The poem which has ujst been referred to was written by our friend upon his sick bed. It is presented to me at this moment. I will endeavor to interpret a part of it, at least, to you. It is entitled "Preserve the Ship."

Maj. Garland's Poem.

The poem was as follows:

Lon, long years ago—'tis a century's span,
Since that day full of hope for the future of man—
We launched a brave ship; flung her sails to the breeze,
And sent her our flag to uphold on the seas.

And soon that good ship was to prove to the world
How true were our hopes, when defiance we hurled
'Gainst England's proud might—dared our rights to maintain,
And vowed we would fight freedom's fight o'er again.

Britain boasted the sun on her lands never set,
She bade us to gaze on the battlefield's wet
With the blood of her foemen. With lofty disdain
She blustered and threatened—but threatened in vain—
That her ships devastation would bring to our shore,
For she had a thousand and we but a score.

But though sh'd a thousand, and we but a score,
We met them; we beat them, as we did of yore;
'Mid rattle of muskets, and cannon's loud roar
Our shot through their columns resistlessly tore,
'Till their decks through their length were all crimson with gore.

And on through the conflict went "Old Ironsides,"
The good Lord of Battles her destiny guides,
Wherever she went, there the foe felt the shock
And crumbled away like the wave from the rock.

Above her so proudly "Old Glory" waves high,
Like an emblem of hope 'gainst the dome of the sky,
And ever that emblem triumphantly woved
'Till the foe was repelled, and the country is saved.

Then preserve the good ship; 'twere a pity and shame,
That "Old Ironsides" in her glory and fame
Through the long vaults of time should unheeded go down
With oblivion's pall shutting out her renown.

Yes, save the good ship; tear the old housing down,
Let the masts again tower her beauty to crown;
Let the bellowing sails fill again to the breeze,
As they did when the Frigate was Queen of the Seas.
Let her look as she looked as to sail, spar and gun,
As she did in the days when her glory was won.

Thus substance, not shadow, for ages to each
The lesson of duty the country will teach.

And, Thank God, I saw it all.

And thank God that I have lived to see the centennial celebration of the glorious old frigate.

APOSTROPHE TO THE SHIP.

A hundred years today—a hundred years, old ship, today—Thou conqueror of the seas; thou terror of thy British foes, who never dared cross they bows when thou wert in thy prime and sailed the salt seas.

A hundred years today I tread they decks today. I half regain my prime and renew my youth again. I am again powder boy of gun number ten.

Thou monarch of the seas, may thy days be prolonged. Mayest thou be preserved in thy ancient glory for another hundred years to inspire the coming generations with the memory of thy glorious deeds.

Thou monarch of the seas, when thy days shall end may they end in peace, and thou sink beneath the waves as a weary traveler lies down to rest.

Prof. Churchill was interrupted several times during his reading—interrupted by enthusiastic hand-clapping and cheers that nearly lifted the roof.

It was true as Gov. Wolcott had remarked after the tremendous applause had subsided: "Major Goodlaw, you have made us all your debtors."

The historical address was given by Hon. Henry Cabot Lodge. He said:

Senator Lodge's oration was as follows:

Senator Lodge.

The United States frigate Constitution has come back to Boston and to Massachusetts. She floats again upon the waters into which she rushed as she left the builder's ways a hundred years ago. She returns to us stripped of her masts and spars, of her sails and guns, of all that once made her a thing of life. She is little more now then a hulk, roofed over, and weather beaten, helpless and motionless on the sea where once she rode triumphant. Curious inquirers have been at pains to tell us that of the ship launched in 1797 scarcely anything remains; that in her long career she has been made over from truck to keel. So be it. Whether the statement is true or false matters not. It is not a given mass of wood and iron which touches our hearts and stirs our pride. It is the old ship herself, because she is the visible symbol of a great past, charged with noble memories, and representing sentiments, aspirations and beliefs far more lasting than

> "Brass eternal, slave to mortal rage."

That which concerns us here is what this old man-of-war means to us, not what she is. There is "Much music, excellent voice" in this historic ship, and more fortunate than Hamlet's friends, we know the touch of it, and can make it speak.

Everyone is familiar with Turner's famous picture of "The Fighting Temeraire Towed to Her Last Berth." It is a masterpiece of England's greatest painter. The splendor of the execution arrests the eye at once. The crowded river, the disturbed water, the smoky mist, the marvelous effects of clouds and color, of light and shade, all fill the gazer with wonder and delight. But there is much more than this. As we look at the old brown hulk dragged slowly up the murky stream, we see that the canvas before us is not only a picture, but a poem full of pathos and of memories. The old ship's course is run. She will never face the seas nor front the foe again. The end of a great career, always pathetic to the finite mind, is here very present to us. But that is not all which genius has put upon the canvas. Turner was painting more than water, sky and ship. He has touched the scene with the enchanter's wand and we behold as in the magic mirror the story of England's navy. The long roll of her sea fights stretches out before us. All the great figures are there, from Grenvill sinking on the Revenge, ringed round by foes, and Blake burning the Spanish ships at Cadiz and sweeping through the Mediterranean, to Nelson dying victorious at Trafalgar. Above all, the "Fighting Temeraire" speaks to us of that supreme period of England's naval history when she had crushed France and Spain and ruled the ocean unopposed, the great sea power of the world. Against that mighty power, in the full flush of victory and dominion, we took up arms, and England suddenly discovered that ship for ship and man for man, she had more than met her match.

It was by no fault of their own that the United States found themselves pitted in a terribly unequal struggle against this great antagonist. From the renewal of the Napoleonic wars, after the rupture of the Peace of Amiens, there was no insult, no humiliation, no outrage that the two great combatants, England and France, failed to inflict on the United States. The administrations of Jefferson and Madison attempted to meet these attacks with diplomacy, which was worthless, because not backed by either courage or force and with commercial restrictions which injured us more than those against whom they were aimed. On the other hand, the Federalist opposition sympathizing with England in her struggle with Napoleon, taunted the administration with the humiliations to which we were forced to submit, and yet made a factious resistance to every effort at retaliation. Gradually the situation grew too intolerable to be borne. If our flag was to be flouted, our seamen impressed, our ships seized, our diplomatists insulted, then our independence for which we had fought was a delusion, and we were abject slaves of a worse tyranny than any ever dreamed of in colonial days. This, the spirit of the American people could not endure, and a new party rose up, led by Clay, Calhoun and the younger men of the South and West, who determined that we should at least vindicate our right to exist as a nation and that it was better to go down fighting, if sink we must, than to submit to degradation and ruin without a murmur. This new party meant to fight. That they rushed forward blindly, that they counted no cost, that they were guilty of loud boasting without making any preparation, that they allowed words to pass for deeds, when what we needed were soldiers, sailors and ships, and not language, is all sadly true. And yet none the less were they fundamentally right. At that period, if we were to have peace or honor or national existence, we had to fight. The new war party did not care with whom we fought. They were ready to fight both France and England or either of them. There was not much to choose so far as their ill-treatment of us was concerned, and it was indeed merely owing to the cynical duplicity and mendacity of Napoleon that we finally went to war with England instead of with France. Into that conflict the new party dragged the reluctant President, while the Federalists, with bitter, if unconscious, satire, called it "Mr. Madison's war."

Thus war began. We were utterly unprepared on land. At the time of the Revolution a large part of the people lived on the frontier, and were pioneers, backwoodsmen and Indian fighters. Even in the older settlements, except in a few seaport towns, the men were accustomed to shoot and ride from their boyhood. Their habits of life were such that they were easily made into soldiers, for they were rifiemen and horsemen naturally, and lacked nothing but drill and discipline. In 1812 the growth of the country had changed the situation. We had no organized militia, as we have today, and soldiers had to be taken largely from men who had never fired a gun or mounted a horse. We could not make an army out of this material as quickly as we did in the Revolution. Yet the bravery and fighting capacity of the race are shown by the fact that in two years we had

soldiers able to fight with the best at Lundy's Lane and Chippewa, while the Spaniards, after five years of service under Wellington, raced away at Toulouse as if they had never seen an enemy. None the less, the two years spent in making soldiers after hostilities had begun were marked by disasters which suitable preparation for war would have avoided.

At sea the case was very different. The last Federalist Administration had begun our naval policy and built ships of the finest types. The policy was abandoned by Jefferson, but the ships remained, and, although they were few, they were of the best. We were a seafaring people, and the American sailor became a man-of-wars-man at once. At sea, therefore, although in a very limited way, we were prepared, and the result was at once apparent. The career of the Constitution illustrates that of the American navy throughout the war, although she was not only uniformly victorious, but more fortunate than many of her sister ships in escaping capture by a superior force. To tell the splendid story of the Constitution in the detail it deserves would take hours, and today we have only minutes to give.

I can touch here very briefly on the events which have made the old ship so famous. Commanded by Capt. Isaac Hull, she left the Chesapeake on the 12th of July, 1812. On the 17th she almost ran into a British squadron, consisting of a ship of the line of 64 guns and four frigates. They gave chase. For three days, through perilous calms, when he towed and warped his ship along through light and baffling breezes, through squalls and darkness, Hull worked his way until the last enemy dropped below the horizon. It was a wonderful exhibition of cool courage and skillful seamanship. He outmaneuvred and outsailed his foe, and escaped from an overwhelming force, flying the flag of the mistress of the seas. July 26 the Constitution reached Boston, and on Aug. 2 set sail again and stood to the eastward. Thence she went to the Bay of Fundy and ran along the coast of Nova Scotia and Newfoundland to Cape Race. On the 19th she sighted the Guerriere, one of the ships that had pursued her, and bore down at once. There was an hour of long-range firing, by which little damage was done, and then the Constitution closed, and they exchanged broadsides within pistol shot. The sea was very rough, but the American aim was deadly. The Constitution was but little damaged, while the Guerriere's mizzenmast went by the board. Then Hull luffed under his enemy's bows and raked her, then wore and raked again. So near were the two ships now that they became entangled. Boarders were called away on the Guerriere, but the British recoiled from the mass of seamen on the American ship. The sea indeed was so high that boarding was impossible, although the Americans tried it, but the musketry fire at these close quarters was very severe. Then it was that the Americans suffered the loss of the day, but that of the British was much heavier. Finally the sea forced the ships apart, after this brief hand to hand conflict, and as they separated the foremast and mainmast of the Guerriere went by the board, and she rolled a helpless hulk upon the waves. Hull drew off, repaired damages and bore down again, when the Guerriere struck her flag. The next day Hull took off all the British crew, and the Guerriere, shot to pieces and a mere wreck, was set on fire and blown up. We had a better ship, more men and threw a greater weight of metal. But we also fought our ship better and were better gunners, for while the Constitution lost 14 killed and wounded, the Guerriere lost 79, and was herself utterly destroyed.

Hull returned in triumph to Boston, and the news of his victory filled the country with pride, and England with alarm. The London Times thought it a serious blow to England's naval supremacy. "It is not merely that an English frigate has been taken," said the Times, "but that it has been taken by a new enemy." At that period England naturally considered herself invincible. Her officers and seamen never stopped to consider odds, but closed with an antagonist and then romped on board confident that one Englishman was equal to at least five Frenchmen or Spaniards. The results hitherto had justified their confidence, but now sprang up a people who had faster ships, sailed better, and shot straighter than they, and who were also quite as ready as they to come to close quarters by boarding. One frigate was nothing, but the facts flashed out in this first fight of the Constitution were impressive indeed.

Hull resigned the command of the Constitution, and was succeeded by Capt. Bainbridge, who sailed on Oct. 26. In December the Constitution was off the coast of Brazil, and just as the year was closing she fell in with the Java, carrying out Lieut. Gen. Hislop, the new Governor of Bombay. The Java was one of the crack frigates of the British navy. She was faster than the Constitution, and carried only 50 less men and 78 pounds less weight of metal. The ships were thus pretty evenly matched, and the Constitution suffered most from the first broadside exchanged at long range. After that, however, the British fire was steadily inferior, while that of the Americans became more and more deadly. Capt. Lambert, who was killed in the action, handled his ship with skill and fought her with the utmost gallantry. But, despite the Java's advantage in speed, Bainbridge's admirable seamanship overcame it, and he kept clear of being raked by wearing in the smoke, although his wheel had been shot away and his steering was hampered. The Java, getting more and more crippled and suffering severely from the fire from the American tops, Capt. Lambert ordered her to be laid aboard the enemy. She came down with her men ready for the spring, but before she reached her antagonist her maintopmast and her foremast had been shot away. Her bowsprit caught in the Constitution's mizzen rigging, and the Americans raked her once more. Again the ships swung side by side, but the American fire tore the Java to pieces, and finally silenced her guns. The Constitution bore up, spent an hour in repairing damages, and then stood again toward the Java, only to have her strike her colors. Two days later Bainbridge took the crew out and destroyed his prize, for she was too much injured to be carried to the United States. It had been a hard fought action between two,

nearly equal antagonists, and the British lost their ship and 150 men in killed and wounded, while the Americans' loss was 48. Each captain fought his ship well, but it was the precision and rapidity of the American fire which won the day and inflicted such disproportionate loss on their enemy.

The Constitution continued in active service, doing good work and escaping capture by superior force, but it was not until 1815, after peace had actually been signed, that she won her last victory. Commanded by Capt. Charles Stewart she slipped out of Boston Harbor on Dec. 17, 1814, and on Feb. 20, off Madeira, she fell in with the frigate-built corvette Cyane and the sloop Levant. They were ready enough to fight, and the Constitution, coming up with them soon after six o'clock, the action began at close quarters with both the enemy's vessels on the port side of the frigate. The broadsides were heavy and continuous and the firing from the tops steady. This lasted a quarter of an hour. It was then moonlight and a heavy cloud of smoke hid the British vessels. Stewart therefore stopped firing, and when the smoke lifted he saw the Levant dead to leeward and the Cyane luffing up for his port quarter. He braced his topsails back, backed rapidly astern, forcing the Cyane to fill to avoid being raked, and then poured in his broadsides. The Cyane's fire slackened and died away. The Levant, coming to the rescue, Stewart drove her off with two broadsides and fell again upon the Cyane, which struck just before seven o'clock after an action lasting forty minutes. Putting a prize crew on the Cyane, Stewart bore down after the Levant, which first fought, then tried unsuccessfully to escape, and finally struck. Stewart sailed with his prizes to the Cape de Verde Islands, and while there at anchor sighted three heavy British frigates making for the harbor. He at once, with a rapidity which showed remarkable skill and discipline of his crew, got all three vessels under way and put to sea. The frigates gave chase. The Cyane escaped and was brought safely to the United States. The Constitution also outsailed her pursuers, but the Levant took refuge in Porto Praya, and as England did not pay the slightest attention to the neutral rights of a weak power, was there recaptured. This action was one of the most brilliant bits of seamanship and maneuvring in the whole war, for Stewart not only defeated two antagonists, but captured them both. The British had 130 fewer men and 59 pounds greater the weight of metal than the Constitution, yet they lost 57 men and both ships. It was a fit close to the career of the Constitution, which had never lost a fight or been caught by a superior force.

I have touched only on the exploits of the Constitution in the War of 1812, and have not recounted at all the work she did in checking the attacks of the French at the close of the previous century or the large part she took in the war with the Barbary States, when under Preble she bombarded Tripoli and imposed submission on that nest of pirates. But creditable as were those earlier performances, it was only in the War of 1812 that the career of the Constitution takes on a wide importance and a deep significance. She may stand for us as the exemplar of the American navy at that period, and it was the work of the navy which then vindicated our national existence and relieved us forever from the state of oppression and outrage to which we had been subjected. In saying this I do not overlook the good fighting that our soldiers finally did on the Canadian border. Still less do I forget New Orleans. Jackson, drawing on a population of frontiersmen and Indian fighters of the same class as those in the Revolution who had crushed Burgoyne and won King's Mountain, had material out of which an army could be quickly developed. With six thousand American riflemen he defeated with heavy loss more than ten thousand of Wellington's Peninsula veterans, who had swept before them the soldiers of Napoleon, commanded by one of the ablest of his Marshals. But New Orleans was fought after the peace had been signed. It did not affect the outcome of the war, and English histories would seem to indicate almost that the news of Jackson's victory was never received in England. The fighting which brought us out of the war with an unsatisfactory treaty, but with every substantial object fully attained, was that of the lakes and the ocean. Perry's victory on Lake Erie, and MacDonough's less famous but equally important and more brilliant victory at Plattsburg, won against odds with which Perry did not have to contend, rendered all the military successes of the British of no avail. This was acknowledged by Wellington, who, when he was asked to take command in America, said that if he went out it would only be to make peace, for he did not see that England had achieved any success which could compel from the Americans the slightest concession of territory or principle.

On the ocean our victories in material results were trifling, but their effect was enormous. It was not that we had taken a few frigates, preyed successfully on British commerce, and raised insurance rates in London, but that we had demonstrated to the world that we were formidable fighters, capable of contesting the dominion of the seas with any power, and if pushed to the wall, able to wreck the trade and commerce of our antagonist. We went into the contest with some dozen men-of-war, while England had a thousand. The few sloops and frigates which England lost to us were in themselves hardly to be noticed in the immense mass of her naval force. But the moral and political effect was incalculable. A single brief statement shows what the American victories meant. In 20 years England had fought over 200 single ship actions, with pretty much every people of Europe, and had lost only five of them. In six months she fought five single ship actions with us and lost every one. During the war, despite the fact that our ships, as was inevitable, were sooner or later taken or blockaded by vastly superior force, there were 13 single ship actions, including that of the Constitution with the Cyane and Levant, and England won two and lost 11. To the great sea power of the world these facts were grave and alarming. At the same time, too, our cruisers and privateers ranged the English Channel and swarmed along the highways of ocean traffic, harrying and captur-

ing British merchantmen and forcing up insurance to a height unheard of before. A few pointless raids and barren victories in America were all Great Britain could set against these painful losses of ships and money. In a word, her naval prestige was damaged, and her commerce injured by a new sea power rapidly developing under the stress of war. There was no way to get compensation for such vital wounds as these from a nation 3000 miles away. Hence the Treaty of Ghent. Hence the vindication of the rights of the United States as a nation.

That this is a correct statement of the effect of the fighting done by the Constitution and her sister ships is proved not only by our own opinion, but by that of England and Europe as well. Lord Howard Douglass, in his book on gunnery, which for 50 years was the text book of the English Navy, takes nearly every example of single ship actions from our war of 1812. There you may learn that it was the Americans who first taught the naval world to fire on the falling wave, which at that day was little less than a revolution in practical gunnery. If you turn to the greatest of the French naval authorities, Admiral Jurien de la Gravierc, an entirely disinterested witness, you will find that almost the only single ship actions which he mentions are ours. He gives as much attention to them as to the great fleet actions of the preceding 20 years, and he was writing a purely scientific book on naval warfare for the French. These high authorities, one French and one English, prove that in single ship actions, which alone we were able to undertake, we at once went to the front rank, surpassed even England and gave lessons in seamanship and gunnery to the great sea power of the world.

The moral effect of our victories and of our sea fightiug is shown even more strikingly by contemporary opinion. In 1827, James, the English naval historian, wrote as follows to George Canning: "The menacing tone of the American President's message is now the prevailing topic of conversation, more especially among the mercantile men in whose company I daily travel to and from town. One says, 'We had better cede a point or two than go to war with the United States.' 'Yes,' says another, 'for we shall get nothing but hard knocks there.' 'True,' adds a third; 'and what is worse than all, our seamen are more than half afraid to meet the Americans at sea.' Unfortunately this depression of feeling, this cowed spirit, prevails very generally over the community; even among persons well informed on other subjects, and who, were a British seaman to be named with a Frenchman or a Spaniard, would scoff at the comparison." About the same time Stratford Canning came out as Minister to the United States. He was a man of ability and of high and imperious temper, very well known afterward as Lord Stratford de Redclyffe, the "Great Eltchi" of the Eastern question, and the chief author of the Crimean war. He was sent here through the influence of his cousin, George Canning, then a member of the Ministry, the same George Canning who in the first decade of the century had sneered at and trampled on the United States, and called our navy "a few fir frigates, with bits of bunting at the top." Since that jeer had been flung at us these "fir frigates" had whipped British frigates in every action fought by them but one, and when the imperious and somewhat domineering Stratford Canning came to Washington he wrote as follows of his purpose: "The maintenance of peace was to be my principal care, and with this view it was desirable that I should be rather observant than active; slow to take offence, and in the management of current affairs more tolerant of adverse pretensions than ready to push my own claims to an extreme." Mr. Poole, Stratford Canning's biographer, adds: "Conciliation was then the purpose of the British Government — England had learned by more than one experience that the temper of the States was not to be rashly trifled with."

What a change of tone is here from that of the early years of the century, when the words and actions alike of foreign Powers toward the United States are such that we cannot recall them even now without a hot blush of shame and mortification. What a good lesson had been taught, and how much had really been done for peace by the guns of that old ship now fallen silent forever.

Another little incident in this same direction is also very suggestive. At almost his first interview with Stratford Canning, John Quincy Adams, then Secretary of State, said, "It took us last time several years to go to war with England; it would only take several weeks now," and Mr. Canning accepted the intimation in good part. Mr. Adams had been dead nearly fifty years, and he may safely, therefore, be called a statesman, and a great one, too, whose opinions it is well to heed. A little reflection, moreover, will show that he was entirely right in his attitude toward England, and in reality the best friend and maintainer of peace. Jefferson and Madison were hesitating and timid. They swallowed insult in the interests of peace and landed us in war. Mr. Adams took a high, firm tone with England and maintained peace inviolate. Jefferson and Madison abandoned ship building, prepared no defences, and drifted, feebly gesticulating, into a conflict with the greatest sea power of the world. John Quincy Adams and Andrew Jackson after him took a strong and self-respecting tone with all the world and kept an unbroken peace. England and Europe received valuable instruction from the war of which this battered old ship is the sign and symbol, but we Americans were taught a great deal more. We had learned that weak defencelessness meant war, and strong, armed readiness mean peace, honor and quiet. When John Quincy Adams spoke to Mr. Canning he knew that he was backed by a strong navy, for in 1826, with a population of ten millions, we had a larger navy than we have today, with a population of seventy millions. It is well to note that the lesson of wise preparation, taught by the War of 1812, and always worth remembering, is even more important now than then, for today great wars are fought in a few months, while it takes years to build modern ships and cast rifled guns.

Out of the War of 1812 came these teachings, and out of these teach-

ings, taken to heart, as they were, by the men of that day, came peace, the only peace worth having. One hears it often said by persons who are prone to mistake for thought the repetition of aged aphorisms, that some people intend to have peace even if they fight for it. They imagine that they are giving utterance to a biting and conclusive sarcasm, when in reality they are stating a profound and simple truth. All the peace the world has ever had has been obtained by fighting, and all the peace that any nation which is neither subject nor trivial, can ever have, is by readiness to fight if attacked. In our cities and towns we maintain a large army of soldiers. We call them policemen, but they are drilled and organized, and are in all essentials a military body. For what purpose are they maintained? To make war on anyone? On the contrary we have police in order to keep the public peace. In the same way must the peace of nations be kept. Weakness and fear and defencelessness mean war and dishonor. Readiness, preparation and courage mean honor and peace. Where we were unprepared in 1812 we suffered; where we were prepared we prospered and vindicated our national existence. That is the true line of national policy for which the Constitution stands today just as much as when she overcame the English frigates. Her builder, building better than he knew both in timber and in words, called her with a fine eloquence "a powerful agent of national justice." So she was, and she was also a minister and guardian of peace; not the peace at which a spirited people revolts, but the peace of which Lowell sings:

"Come peace! Not like a mourner bowed,
For honor lost an' dear ones wasted,
But proud, to meet a people proud,
With eyes that tell o' triumph tasted."

But there is still something more in this ship Constitution than vivid instruction as to the truest national policy. She is the yet living monument, not alone of her own victories, but of the men behind the guns who won them. She speaks to us of patriotism and courage, of the devotion to an idea and to a sentiment for which men laid down their lives. The distinguished President of a great university has recently warned his students against the tendency "to magnify the savage virtues." It is well recognized that certain virtues can be carried to a point where they cease to be such, but it is not quite clear how a genuine virtue of any kind can be too much magnified. The virtues termed "savage" I take to be the early and primary ones of courage, indifference to danger and loyalty to the tribe or clan which in the processes of time became nations and countries. These primary or "savage" virtues made States and nations possible, and in their very nature are the foundations out of which other virtues have arisen. If they decay, the whole fabric they support will totter and fall.

The gentler virtues, as well as the refinements and graces of civil ation, rest upon these simpler qualities, and the highest achievements of the race in the arts of peace have come from the strong, bold nations of the earth. Art, literature, philosophy, invention, in Greece and Rome, in Venice and Holland, all reached their zenith when those countries were at the height of their military and political power, and sank as that power decayed. The discoveries, the education, the freedom, the material development, the vast growth of all that is required to raise and to better the conditions of mankind, have been most conspicuous and have made the largest progress among those nations which were strongest, most daring and readiest to defend their rights. Material success with all that it implies is a great achievement, but it is as nothing to the courage and faith which make men ready to sacrifice all, even their lives, for an ideal or for a sentiment. The men who fell upon the decks of the Constitution, or who died at Gettysburg and Shiloh, represent the highest and noblest spirit of which a race is capable. Without that spirit of patriotism, courage and self-sacrifice no nation can long exist, and the greatest material success in the hands of the cringing and timid will quickly turn to dust and ashes.

The Constitution as she lies in our harbor today is an embodiment and memorial of that lofty patriotism. Therefore she should be preserved. Boston has for her a peculiar attachment. Here she was built. Here she was launched. From yonder harbor she went forth to her first and to her last combat, and here she returned scarred with shot, but crowned with her first great victory. We have yet another claim upon her, deeper and stronger still. When she was threatened with destruction 15 years after the war she was saved by the lyric verse of a Boston poet, by the "powerful rhyme" which outlasts the gilded monuments of princes. Built, launched and saved here in Boston, is it any wonder that we have a peculiar attachment to the old frigate and should feel that this ought to be her home and resting place?

And yet we know well that she is not our ship. She did not win her victories for Massachusetts, but for the United States. She was the nation's ship and fought the nation's battles beneath the nation's flag. It is the duty then of this nation to care for and preserve her. I say duty, because the nation that does not cherish and guard all that stands for the great deeds of the past will have a present and a future barren of aught that posterity will care to recall. With a wise liberality the United States has given three-quarters of a million to restore and refit the Hartford, the ship in which Farragut went on to victory, emblem of the sea power which rent the Confederacy in twain, and caught the seaports of the Rebellion in an iron grip. Let the United States give but a third of that sum to restore the Constitution, the last and most famous of the fighting ships which gave us place and respect among the nations of the earth.

Turn her into a training vessel if you will, and let American boys learn from her lessons of patriotism as well as seamanship, but at all events let her be preserved. She represents gallant deeds and goodly victories. She stands for the spirit of patriotism, which uplifts nations and without which no people can be great. So I say all honor to the brave old ship. You may strip her of sails and rigging, cut away her

masts and take out her guns, but you never can tear from her the memories which she bears. Let her have, then, now and always, the love and honor and care which are hers by right. But whatever befalls, let us at least not suffer her to perish by neglect and fade away from sight like the dull weed that rots itself in ease at Lethe's Wharf. If we cannot keep her in honor then let it be said now, even as was said nearly seventy years ago:

"Nail to her mast her holy flag,
"Set every threadbare sail,
"And give her to the God of Storms,
"The Lightning and the gale."

The exercises closed with the singing of the first and last verses of America.

Carriages.

No. 1—Gov. Wolcott, Admiral Sicard, U. S. N.; Commander West, U. S. N.; Adjt. Gen. Dalton.

No. 2—Senator Lodge, Assistant Secretary Roosevelt, Capt. Casey, U. S. N.; Gen. Blood, Surgeon General.

No. 3—Lieut. Gov. Crane, Mayor Quincy, Admiral Belknap, U. S. N.

No. 4—Congressman Barrett, Prof. J. W. Churchill, Councilor Ryder, Gen. Appleton, Com. Gen.

No. 5—Congressman Simpkins, Capt. Sampson, U. S. N.; Chaplain of the Day Dowse, Gen. Guild, I. G. R. P.

No. 6—Congressman Fitzgerald, Capt. Philip, U. S. N.; Speaker Bates, Col. Capelle.

No. 7—Congressman Barrows, Senator Roe, Capt. Cook, U. S. N.; Col. Roger Morgan.

No. 8—Commander Lyon, U. S. N.; Commander Eaton, U. S. N.; Councilor Lovell, Col. Robins.

No. 9—Collector Warren, Chief Engineer Burnap, U. S. N.; Councilor Towne, Col. W. D. Sohier.

No. 10—Col. H. A. Thomas, Postmaster; Medical Inspector Drennen, U. S. N.; Councilor Norwood, Col. Billings.

No. 11—Assistant Treasurer O'Neil, Pay Inspector Burtis, U. S. N.; Councilor Joslin, Col. Jewett.

No. 12—Councilor Shaw, Capt. Wallach, U. S. N.; Lieut. Marsh, U. S. N.; Col. Stevens.

No. 13—Councilor Benton, Sergeant-at-Arms Adams, Lieut. Bainbridge, U. S. N.

No. 14—Secretary W. M. Olin, Treasurer E. D. Shaw, Auditor J. W. Kimball, Attorney General Hosea M. Knowlton.

No. 15—Councilor Allen, Governor's Secretary Perkins, Executive Stenographer Hurtubis.

No. 16—Mayor's Secretary Mullen, Alderman Dyar, President of the Common Council Conry.

The Eighth Regiment, all that was left of the 705 men who opened the door to Washington by way of Annapolis and the junction, marched to the church as they marched from Perryville the nine miles into Annapolis. The Zouaves, who, as skirmishers, preceded the column then, led it today as the right flank company, and behind them came all that could be found to come of the 32 sappers and miners. These were the men who formed the special detail under Capt., now Gen. Arthur F. Devereux, and Lieut. Thomas H. Porter of Lynn, who went aboard the Constitution and brought her with the Naval Cadets on board in safety to the harbor of New York.

Charlie Luscomb, who, with Simon O. Dalrymple, volunteered to lay out on the yard to the earing, was in the line. Dalrymple died years ago in China. Sergt. Smith afterward in the field, the old Second Corps trefoil, the Nineteenth Regiment, Eighth Regiment and Signal Corps badges. He had beside hanging from a bar the half of a minie bullet from one of the cartridges served out to the Zouaves when they went aboard the Constitution.

The veterans passed into the church and were assigned special seats of honor with the representatives of the navy past and present. Moses G. Webber of Salem, who 60 years ago was a sailor aboard the Constitution, came to attend the dedicatory services also. He was an old man-o'-war'sman all through the service.

The decks of the U. S. S. Minnesota were another lively centre from very early this morning. The various divisions turned out strongly, and reported to Capt. John W. Weeks, commanding the Massachusetts Naval Brigade, with full ranks. Those from Springfield, New Bedford and Fall River came in on the morning trains, and were served with lunch on board. The Lynn Division, Lieut. Sears, arrived somewhat later by train over the Revere Beach Railroad, and joined the brigade in line. Our volunteer reserves wore their natty blue cracker-jack uniforms, and the formation was made up in Congress Street at 12.30, with the sappers and miners following "the boarders," with their cutlasses in advance. Then Capt. Weeks, with his full staff, and following the divisions of blue jackets as infantry, who, in turn, were followed by the artillery sections in the rear. It was a very ship-shape looking body of young fellows when the brigade was in motion.

Of course the centre of greatest excitement was the landing stage at the foot of State Street. Here the cutters and launches came in loaded down with marines and bluejackets from the fleet. The steam cutters brought the officers specially detailed to take part in the parade, those from the Massachusetts and New York landing first, followed by the boats from the Brooklyn, Texas and Iowa, which are anchored in the lower harbor. These latter were towed up, forming very picturesque lines over the tumbling chop. The divisions were of the customary detailed strength, in accordance with the naval rule adopted at New York and Newport, numbering uniformly companies of 40 men each. Capt. F. J. Higginson of the Massachusetts was designated to take the full command, as chief of the brigade thus put ashore and senior officer present. He had as his Brigade Adjutant Lieut. T. M. Potts and a specially detailed brigade staff from the junior officers of the fleet.

It was a very brilliant staff that reported to Col. Frederick G. King, Adjutant General and Chief of Staff to Gen. Carter. There were Col. Fred W. Wellington, Assistant Inspector General of the mounted arm; Col. R. H. Morgan of New Bedford, Assistant Inspector General; Col. Gordon Dexter of Beverly, Assistant Quartermaster General; Col. Harry E. Converse of Malden, Assistant Quartermaster General;

Col. J. Payson Bradley, Assistant Adjutant General; Col. Frank E. Locke, Assistant Inspector General; Col. James A. Frye, Assistant Inspector General of Rifle Practice; Col. Richard D. Sears of Nahant, Assistant Adjutant General; Lieut. Henry N. Sweet, Ordnance Officer of the Massachusetts Naval Brigade; Lieut. Horace F. Fuller, Second Division, Massachusetts Naval Brigade.

The Chief Marshal's headquarters were established at the corner of State Street and Atlantic Avenue, directly opposite the landing where the staff and various organizations reported to Col. King at 1.30, or within very few minutes of that hour. The detail from the fleet was very prompt, and there was but little delay on the part of the others.

The United States Naval Brigade was given the post of honor on the right of the line and formed in Atlantic Avenue with its right upon State Street and the left extending south along the avenue. It was the largest detachment of regular navy men ever landed for parade in Boston, and numbered a thousand strong. The Naval Brigade of Massachusetts marched from Congress Street to Atlantic Avenue, and came in on the left of the United States sailors and marines, its right being at Pearson's Wharf and left extended along the avenue, south. The Kearsarge Naval Veteran Association, Rear Admiral Martin L. White commanding, which represented the old navy of the wooden walls, formed at the left of the Naval Brigade, with its right resting at 476 Atlantic Avenue and left extending south. It was a rare spectacle in that busy thoroughfare to see so many blue jackets all together at one time and a great crowd gathered.

It was 1.45, the sharp note of "Attention" rang out from Gen. Carter's Chief Bugler, and it was taken up by the bugles all along the line until it reached the old sailors far down at the left. "Jackie" immediately sprang to his place and braced up squarely. There was a last careful inspection by the keen eyes of the officers in command, and then at sharp 2, the bugles sounded "Forward!" The column was in motion.

Column Moves.

Up State Street the divisions swung, in steadily succeeding waves of blue, the head turning into Devonshire Street. State Street was a spectacle in itself.

Not in years before has it been invaded by such a throng; from the old State House clear down to the avenue at the foot, both sides of the thoroughfares were literally packed with people. Men, women and children, they must have numbered thousands, and they were everywhere, hanging upon the cornices, filling the windows, and ranged on dizzy heights along the edges of the loftiest fronts upon the streets. India Square and its approaches, were blocked with the crowd, a dense mass, which the police found hard work to handle. The old "stone fort," the Custom House, with its long flights of steps, afforded admirable vantage points from which to view the long column. The boys and girls were mounted tier on tier to the very top of the steps, and still higher upon the edges of the windows. It was the same all down through Atlantic Avenue to the extreme left of the line.

The wind was raw and chilling, but the drizzle, as if ashamed of itself upon an occasion so joyous, let up just as the divisions wheeled into column, and, though the streets were slimy and slippery with the mud, it was not so bad marching as had been feared.

It was but a few minutes past 2 when the head of the column passed the Merchants' Exchange. The clapping was loud and prolonged, and General Carter received an ovation from his confreres of the street. Sergt. Stone led the way upon his mettlesome horse, and following him were Chief Marshal Carter and his staff. The gentlemen were all in heavy military coats, but the gold bullion gleamed just the same from cap and sword hilt. The band of the Navy Yard followed, and then Capt. Higginson and his staff.

Seven companies of marines under Maj. Robert L. Meade formed the escort. They numbered 350 men, and though one missed the helmets and the elegance of the setup of the full dress of the "ship's gentleman," still the body made a brave show, the men being in heavy weather fatigue, wearing capes and overcoats. The bright scarlet lining of the capes buttoned back over the shoulders against the lighter blue of the top coats formed a showy contrast and brighted the head of the column immensely. The marines were drawn from the Boston yard and from the New York, Brooklyn, Massachusetts, Iowa and Texas. They were preceded by the "wig-wag" men of the fleet, the Signal Corps of the New York wearing the blue cracker-jack hats, dark blue uniforms and leggings. They carried their large red and white flags furled across their shoulder, and added their bit of color to the line also.

Peajackets were ordered for the trip ashore by most of the commanders, especially in the detoils from the three ships anchored in the lower harbor. It is not often that "Jack" is seen in this rig on parade, and it must be confessed that he made a very neat and solid appearance. On the march, however, the jackets were discarded in most instances.

Following the escort of Marines came the band of the Wabash, and after it the divisions of the bluejackets. Those of the Texas, four companies under Lieut. Delehanty, led and then came Commander R. P. Rodgers with four companies from the battleship Iowa. Lieut. Commander Seaton Schroeder, Executive Officer of the battleship Massachusetts, led as fine a body of seamen as one could wish to look upon.

The fifth battalion in the line was formed by the sailors of the flagship New York, under Lieut. Commander W. P. Potter, Executive Officer of that cruiser, and men from the Brooklyn, under Lieut. Henry McCrea, closed the division of the regular navy.

The navy men had for music mainly their own buglers, whose cheery marches and catchy notes swung the feet along in the way that Jack admires.

Lafricain's Naval Brigade Band followed, leading the Massachusetts Naval Brigade, 400 strong. Our fellows are a little shy on pea jackets, so they turned out in the shirts with the wide rolling collar, blue trousers and leggins. They made the same solid appearance that has characterized them before, and Capt. Weeks was applauded again and again all along the line. Then came the Kearsarge Naval Veteran Band, and following it Rear Admiral White, as portly a commander as could be asked.

The old guard of the navy, who fought through the four years of the Civil War, bore well the dignity of their station. The association turned

out well, having 150 or more men in line.

From Devonshire the column turned into Summer and then down Washington Street to the church. Here there was an enforced halt, to await the filling of the carriages. Gov. Wolcott and party were taken under escort immediately after the marines and before the bluejackets. The Salem Zouaves and survivors of the men who saved the Constitution at Annapolis in the heroic old Eighth, the "Essex Regiment," passed out of the church and fell in on the left of the Kearsarge veterans. The bugles again sounded forward, and the column passed down Washington Street to Hanover, to Fleet, through Atlantic Avenue by Constitution Wharf, where the grand old frigate was born and launched, and out by Commercial Street, across Warren Bridge, through Wapping, in through the Navy Yard gate to the old ship herself. Here the column passed in review and was dismissed.

At the Navy Yard.

The Navy Yard part of the celebration started at just noon, when the yard battery, responding to the guns of the fleet, rang out with the national salute of 21 guns. The only two ships at the yard, the Constitution and the Receiving Ship Wabash, were decked out in holiday colors. From the top of the mainmast of the old frigate down on either side to the water's edge hung bunting and flags of all colors and nations. Despite the rain which had wet the decorations through in the early morning, the flags fluttered in the breeze with a good deal of life, dried by the stiff breeze which was blowing in from the harbor.

Out in the stream and in the Navy Yard waters the warships were also very much decorated. The Dolphin was decked out from stem to stern, as were the Enterprise, at the lower end of the yard, the Massachusetts and the New York, which were the only warships which could be seen from the yard.

There were many people who received a decided setback this morning. They came to the yard early with the intention of boarding the Constitution, or being on hand in the yard early for the parade. Commodore Howison had given orders that no visitors should be admitted to the yard until 3.30, when the gates would be thrown open. This was done to avoid the confusion which comes of having a large crowd thronging the yard before the parade had passed through, and then making a scramble to get on board the old frigate.

Consequently the many hundreds of people who came to the Water Street gate were not admitted unless they were on business.

Two reviewing stands were erected just within the yard gate, where the parade was reviewed by the Governor. The Constitution had also been arranged for the reception. The interior of the ship had not been neglected in the general decorations, and one-half of the spar deck was well covered with bunting of every variety.

A second gang plank was added to the means of getting aboard the ship. This was placed near the stern, and the visitors stepped aboard just forward of the wheel. Here an inclosure was roped off, in which the receiving party stood. It was the intention to have the visitors enter by the second gangway, grasp the hands of the receiving party, be kept moving by the officers and pass out through the first gang plank. This was the only way in which the vast crowd could be accommodated.

The Decorations.

Boston was not, as a rule, in gala day humor this morning when the morning began. There were, however, a few notable exceptions.

Perhaps the most elaborately decorated place of business in town in honor of the old frigate Constitution's victory is the store of A. Shuman & Co. Flags and gaily colored streamers are upon the building and command the attention of all passers by. There are also many appropriate inscriptions, illustrating the sentiments of the American people toward the old warship. Shuman's Corner fairly blazes with decorations.

On the Summer Street side is a large painting, 20 by 20 feet, of the Constitution's victory over the Guerriere. It forms the great centre piece, and all about is a gorgeous display of the national colors. The first verse of Holmes's poem, in big letters, occupies a prominent place.

Upon the octagon is also a list of the victories of the Constitution from 1812 to 1815, as follows:

Guerriere,	Adeona,
L. M. Sandwich,	Dolphin,
L. Esther,	Adeline,
Java,	South Carolina,
Lovely Ann,	Catherine,
Pictou,	Lord Nelson,
Cyane,	Phenix,
Levant,	Susannah,
Lady Warren,	Sally, etc., etc.

In the corner window is exhibited a cane, the story of which is told in these words:

"This cane was made from wood taken from "Old Ironsides," and the handle was made from a fragment of one of the propeller blades of the United States frigate Hartford, Admiral Farragut's flagship."

Among the inscriptions upon the walls of the lofty building are these:

"The Constitution, 'A powerful agent of national justice' and 'the germ of a naval force that will protect the flag of the United States' was but the forerunner of our present mighty naval fleet."

"The Constitution, ridiculed by our enemies as a 'bundle of pine boards under a striped bunting,' proved herself, with the valor of her gallant commanders and courageous crews, a monument to the spirit of freedom and right in the hearts of the American people."

"Hull, Bainbridge and Stewart—their deeds of devotion and heroism are imprinted upon the memory of an appreciative nation."

"Old Ironsides means Victory—'Don't give up the ship.'—'The spirit that made victory possible.'"

"Our 'iron ramparts' of today are the 'wooden walls' of yesterday."

But as a whole the merchants who were expecting to decorate their places of business were disappointed by the gloomy skies, the searching northeaster, and the melancholy drizzle of the rain, and in many cases abondoned altogether their intentions. The consequence was that outside of the lurid hurricane signal on the pole at the Post Office, the decorations were mostly of the mournful character. Wet bunting, in bandage-like strips, drooped and dripped from the fronts of saloons. It was noticeable that those places for the purveying of liquid refreshment were most generally decorated, and also that they were almost without exception tagged out in bunting. The reason for this lies in the fact that today is not a

legal holiday, and, therefore, the saloons will do business. The state of the weather is only a help.

As the procession started, the first places decorated to be passed were the Atlantic Avenue saloons. Swinging into State Street, the paraders were greeted by the first of the intention-decorations, in the windows of C. H. Bachelder and S. Thaxter, the nautical instrument makers.

The Cunard office had three flags up early, and all up State Street there were poles rigged to hold flags at the proper time. But the owners didn't propose to wash their banners, and did not spread them until the time for the procession to pass had arrived.

Almost every saloon on Atlantic Avenue was decorated, and nearly every lodging house of any pretension. Constitution Wharf, of course, was a blaze of bunting, and a huge national flag snapped viciously in the strong northeaster.

Devonshire Street was bare and desolate in the rain, and not till the parade reached Summer Street was there any sign of bunting.

C. F. Hovey's was decorated in patriotic style, and so was A. Shuman's.

The first of the really vivid displays below Newspaper Row was that of G. W. Simmons, who had the front of his building gayly covered with bunting, and in addition displayed a large flag over the street.

Station 1 had been put in gala array through the efforts and contributions of the officers themselves, and the buildings opposite, whose owners were doubtless inspired by the display of the policemen, were also decked out in the red, white and blue.

"Little Italy" was of course ablaze with the colors. Southerners are notoriously fond of color, and a chance to show patriotism is never neglected by them.

Then there was another bare region, from the foot of Hanover Street all the way to the Navy Yard. The vessels had hoisted their strings of signals, and the Constitution herself was all in her best. On the spar deck the whole afterpart was ceiled in with signals.

At the homes of Paul Revere and of Hart, the builder of the Constitution, preparations had been made to show Chinese lanterns in the evening, but these were held back also by the bad weather of the day.

The Fire and Police Notification Company had a praiseworthy decoration, though not on the route of the parade.

SOLE SURVIVOR.

Last of the Crew of the Constitution.

New York, Oct. 6.—Mayor Strong had a notable visitor yesterday afternoon in the person of Maj. William H. Garland, an ancient mariner, 95 years old, the sole survivor of the great battle between the Constitution and the Guerriere, which was fought on Aug. 19, 1812.

"I remember the battle well," said Maj. Garland, in answer to a question asked by the Mayor, "though I was only 10 years old. I was on the Constitution as a 'powder monkey,' and took as much pride in that victory—which was won after a half hour's most daring fighting—as any of the men and officers. Then I was in the fight with the Java four months later, when we served her as we had the Guerriere.

"I know I am the sole survivor of that crew of the Constitution, and have reason to believe that I am the only survivor of the navy of 1812.

"When Lafayette was here in 1824 I was appointed on his escort by President Monroe, and then I made my first visit to this City Hall. Early in 1826 I accompanied Lafayette to France on the Brandywine.

"I also saw the great Napoleon, and believe I am the only living American who ever had that honor. It was at St. Helena. He spoke to me in good English, and laying his hand on my head he said: 'My young man, I hope your life will be a more happy and succesful than mine has been.'

"I knew President Monroe very well, for he was quite intimate with my father, who, like myself, was born and reared in Virginia, and I think I remember him particularly well because of his apple orchard, where I went frequently with other boys, but with his permission, for he was always kind to young folk and used to pick the ripe apples for us. I attended his funeral, as I did that of Thomas Jefferson. Jefferson was a frequent visitor to our house, and I used to enjoy having him talk politics with my father.

"I was honorably discharged from the United States Navy in 1834, and went to my home at Hampton," continued Maj. Garland. "When the war broke out in 1861 I was parted from many friends and relatives, for I stood by the old flag, while they went with the South. I came to New York, joined the Fifty-sixth New York Infantry, then the Lincoln Cavalry, and afterward the Sixteenth Massachusetts. I was through the war from Bull Run to Appomattox. After the battle of Antietam Gen. McClellan made me a Major.

"When the war was over I returned to my home at Hampton, and have lived there since. I am now on my way to attend the anniversary celebration of the victories of the old Ironside fleet, which is to be held the 21st of this month."

Mayor Strong showed great pleasure at meeting the veteran of two wars, who, in spite of several wounds, the loss of the sight of one eye and a form bowed by years, is able to walk quite well with the aid of a cane and a crutch. His hair is white, and his long beard of the same color flows over numerous gold and silver medals that are on his left breast. He is apparently proud of these, though he did not speak of them. But he was quick to exhibit his pension papers and other credentials that verify the story he tells.

THEIR PERSONAL INTEREST.

The correspondence of the committee in answer to invitations is simply immense in volume, but among it are letters from many descendants of those on the Constitution at various times.

Assistant Doorkeeper John Kinnear of the house accepts his invitation with the remark that the occasion is of special interest because he was on the U. S. sloop of war Pawnee, which towed the Constitution out of Norfolk harbor April 31, 1861, after the burning of the navy yard.

Capt. Reynolds of the adjutant general's office, who was one of the sappers and miners of the old Salem Zouares, 8th regiment, appreciates the special invitation given the sappers and miners and the survivors of the 8th, who brought the frigate north in 1861.

Fred Hammond of Allston writes that his father helped rebuild the Constitution in the fifties.

W. H. Jenkins of Baltimore writes that during 1839, 40, 41 he was in the crew of the frigate, then in the Pacific squadron, under Commodore Claxton, and has every reason to believe himself the only survivor of that remarkable crew in Baltimore.

I. H. Hasleton writes that his great grandfather was a privateer in the Revolution, his grandfather in the war of 1812, and he served in the navy from '61 to '65.

A. J. Rodwaye of Roxbury writes as a member of the British Navy League, descendants of those who fought under Nelson, 92 years ago.

Marguerite Stewart of Newark, N. J., writes as representing the son, grandson and three granddaughters of Commodore Charles Stewart, commander of "Old Ironsides."

Mrs G. M. T. Chase of Milton writes that her father's great uncle, Commodore Silas Talbot, was superintendent of the building of the frigate, and her commander about 1799.

C. D. Densmore of Somerville writes that his grandfather, S. L. Saunders, was a warrant officer on the Constitution and in nearly all the engagements.

R. S. Jackson of 19 High st., Boston, a member of the Penn. Society of the Cincinnati, says his brother, W. B. Jackson, and himself are direct descendants of the late W. B. Bush of the Constitution, and have a medal awarded her officers for bravery in battle.

E. A. Peterson of Cambridge writes that his grandfather, A. A. Peterson, was a gunner on the frigate during all her active service, and served over 70 years in the navy.

H. G. Barnes of Walpole, N. H., writes that he shipped on the Constitution and sailed from Boston in Dec., 1848, and served three years.

Jacob Emerson of Methuen writes as a grandchild of Moses Breck, who was a ship carpenter and helped build the frigate in 1797.

G. N. Archer of Lawrence was detailed as a marine on the frigate on the trip from Annapolis to New York in '61.

S. D. George, U. S. division engineer at Fort Leavenworth, Kan., writes as a great grandson of Joshua Humphreys, designer of the Constitution.

Mrs. G. D. Allen of Malden is a granddaughter of Unite Cox, who furnished the timber for the construction of the vessel.

W. B. Jandar of New York writes as the oldest surviving grandson of Commodore Bainbridge.

R. S. Jackson of Boston has the medal of his great uncle, W. S Bush, lieutenant on the boat with Hull and killed in battle.

The father of A. C. Floyd of the U. S. treasury dept., Washington, was an officer on the boat in the Mediterranean in 1848-1849.

James Piper of Boston writes that his great-grandfather, Walter Piper, came from Newburyport to "rig the Constitution."

Channing Smith of Cherry Valley writes as a great-great-grandson of George Claghorn, constructor of the frigate.

There are many other letters from persons either directly or collaborately related to the men who helped to win glory for "Old Ironsides."

By order of the school committee the Boston public schools will be suspended today, Constitution day, at 12.

Mayor Quincy has sent a circular to the heads of all city departments, instructing them to give leave of absence this afternoon, without loss of pay, to any members of the Kearsarge Association of Naval Veterans who desire to take part in the parade of the said organization on that afternoon, if their services can be dispensed with.

See also Collection of newspaper articles in pamphlet binds

Exercises in Celebration
of the
One Hundredth Anniversary
of the
LAUNCHING OF THE CONSTITUTION.
Old South Church,
October 21st, 1897.

"OLD IRONSIDES."

Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar;
The meteor of the ocean air
Shall sweep the clouds no more!

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,
No more shall feel the victor's tread,
Or know the conquered knee;
The harpies of the shore shall pluck
The eagle of the sea!

O better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!

Oliver Wendell Holmes, 1830.

PROGRAMME.

PRAYER.

REV. EDMUND DOWSE, Chaplain Mass. Senate.

ADDRESS.

HIS EXCELLENCY ROGER WOLCOTT.

ADDRESS.

HON. JOHN D. LONG, Secretary of the Navy.

Selection by Baldwin's Cadet Band.

ADDRESS.

HON. JOSIAH QUINCY, Mayor of Boston.

READING.

"Old Ironsides." PROF. J. W. CHURCHILL.

Selection by Baldwin's Cadet Band.

HISTORICAL ADDRESS.

HON. HENRY CABOT LODGE.

"AMERICA."

ENSE PETIT PLACIDAM
SUB
LIBERTATE QUIETEM